



Democratic Services

Town Hall, Stockport SK1 3XE

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Scrutiny Committees

AGENDA

ECONOMY & REGENERATION SCRUTINY COMMITTEE

Committee Room 2
Town Hall
Stockport

Meeting: Thursday, 3 August 2017
Business: 6.00 pm

1. MINUTES

(Pages 7 - 10)

To approve as a correct record and sign the Minutes of the meeting held on 6 July 2017.

2. DECLARATIONS OF INTEREST

Councillors and Officers to declare any interests which they have in any of the items on the agenda for the meeting.

3. CALL-IN

To consider call-in items (if any)

4. EXCLUSION OF THE PUBLIC AND THE PUBLIC INTEREST TEST

To consider whether it is in the public interest to exclude the public during part of the consideration of the following agenda item which contains information "not for publication" by virtue of the appropriate category set out in the Local Government Act 1972 (as amended).

<u>Item</u>	<u>Title</u>	<u>Reason</u>
12	Stockport Exchange Phase 3	Category 3 'Information relating to the financial or business affairs of any particular person (including the authority)' as set out in the Local Government Act 1972 (as amended).

5. PORTFOLIO PERFORMANCE AND RESOURCES - FIRST UPDATE REPORT 2017/18

(Pages 11 - 37)

To consider a report of the Corporate Director for Place Management & Regeneration

Web: www.stockport.gov.uk/democracy or scan the QR Code*



The First Update Portfolio Performance and Resource Report (PPRR) for the Economy and Regeneration Portfolio is presented for consideration by the Committee. This provides a summary of progress in delivering the portfolio priorities, reform programme and other key projects in the first quarter of the year (April to June). It includes forecast performance and financial data (where this is available) for the Portfolio, along with an update on the portfolio savings programme.

This is the first report to be based on the 2017/18 Portfolio Performance and Resource Agreement (PPRA). It was considered by the Committee on 25 May 2017 and approved by Cabinet on 13 June 2017.

The Scrutiny Committee is recommended to:-

- **Consider the First Update Portfolio Performance and Resource Report;**
- **Review the progress against delivering key projects, priority outcomes, targets and budgets for 2017/18;**
- **Highlight key areas of and responsibility for taking forward corrective action to address any performance or resource issues;**
- **Highlight any significant issues or changes to be fed back to the Cabinet alongside the Corporate Performance and Resource Report;**
- **Identify how areas of strong performance and good practice can be shared in other services.**

Officer contact: Alan Lawson on 0161 474 5397 or email: alan.lawson@stockport.gov.uk / Kora Yohannan on 0161 474 4032 or email: kora.yohannan@stockport.gov.uk

6. UPDATE ON THE SEMMMS REFRESH

(Pages 38 - 61)

To consider a report of the Corporate Director for Place Management and Regeneration

The report gives Members of the Scrutiny Committee an early sight of the emerging issues and potential options being identified through the ongoing work to refresh the SEMMMS Strategy.

The Scrutiny Committee is invited to comment on the Issues and Options paper and the proposals to undertake a public consultation in parallel with the Local Plan consultation.

Officer Contact: Sue Stevenson on 0161 474 4351 or email: sue.stevenson@stockport.gov.uk

7. APPLICATIONS TO ESTABLISH HIGH LANE VILLAGE NEIGHBOURHOOD AREA AND HIGH LANE VILLAGE NEIGHBOURHOOD PLAN

(Pages 62 - 80)

To consider a report of the Corporate Director for Place Management and Regeneration

The report advises the Scrutiny Committee of an application submitted seeking to establish the High Lane Village Neighbourhood Forum and High Lane Village Neighbourhood Area under the provisions of the Localism Act 2011.

The Scrutiny Committee is invited to comment on the report.

Officer Contact: Zoe Senior on 0161 218 1517 or email: zoe.senior@stockport.gov.uk

8. SCRUTINY REVIEW OF STOCKPORT'S MILLS: ADDRESSING THE FUTURE OF STOCKPORT'S HISTORIC TEXTILE RELATED MILLS (Pages 81 - 108)

To consider the final report of the Scrutiny Review Panel reviewing the Mills Strategy 2005-2015 and addressing the future of Stockport's Historic Textile Related Mills.

The Scrutiny Committee is recommended to comment upon the draft Final Report prior to its submission to the Cabinet.

Officer contact: Nicola Turner on 0161 218 1635 or email: nicola.turner@stockport.gov.uk

9. TOWN CENTRE LIVING (Pages 109 - 116)

To consider a report of the Corporate Director for Place Management & Regeneration.

This report sets out for Members' consideration an approach to how we can further support our ambition to create a thriving sustainable town centre by creating the right conditions for Town Centre Living. Our proposed approach to increasing residential development in Stockport Town Centre is also supported through the Council's Brownfield First approach.

The Scrutiny Committee is recommended to comment on the report and support further engagement in the development of the framework over the coming months.

Officer contact: George Perrin on 0161-474-4510 or email: george.perrin@stockport.gov.uk

10. COMPULSORY PURCHASE ORDER: 1-3 LOWER HILLGATE, STOCKPORT (Pages 117 - 127)

To consider a report of the Corporate Director for Place Management & Regeneration.

The report details a proposal to proceed with the acquisition, if necessary by compulsory purchase, and subsequent disposal of 1-3 Lower Hillgate, Stockport, SK1 1LQ subject to securing an indemnity agreement from a development partner to enable its redevelopment for residential purposes. 1-3 Lower Hillgate is shown edged red and marked "1" on the plan in Appendix 1. This will support the regeneration of the Market Place and Underbanks area.

The Scrutiny Committee is recommended to comment on and note the report.

Officer contact: George Perrin on 0161-474-4510 or email: george.perrin@stockport.gov.uk

11. COMPULSORY PURCHASE ORDER: MANSION HOUSE CHAMBERS, HIGH STREET, STOCKPORT (Pages 128 - 140)

consider a report of the Corporate Director for Place Management & Regeneration.

The report details a proposal to proceed with the acquisition, if necessary by compulsory purchase, and subsequent disposal of Mansion House Chambers, High Street, Stockport, SK1 1LQ and adjacent land on High Street to enable its redevelopment for residential purposes subject to securing an indemnity agreement from a development partner.

Mansion House is show edged orange and marked “1” in appendix 1 and the adjacent land on High Street is edged red and marked “2” on the plan in Appendix 2. This will support the regeneration of the Market Place and Underbanks area and generally and more specifically Russell Morley House.

The Scrutiny Committee is recommended to comment on and note the report.

Officer contact: George Perrin on 0161-474-4510 or email:
george.perrin@stockport.gov.uk

12. STOCKPORT EXCHANGE PHASE 3

(Pages 141 - 176)

To consider a report of the Corporate Director for Place Management & Regeneration.

The report seeks authority to progress with the speculative development of Stockport Exchange Phase 3, utilising prudential borrowing. This decision is being sought in light of the success of Stockport Exchange Phase 2, where there was greater demand than the office building was capable of accommodating and the current letting profile. The report also seeks to commence the demolition works upon Vacant possession of Cineworld, which will provide the required land to construct Stockport Exchange Phase 3 and associated public realm and to progress Stockport Exchange Phase 6 to planning only.

NOTE: This report contains appendices which have been circulated to members of the Scrutiny Committee only.

The Scrutiny Committee is recommended to comment on and note the report.

Officer contact: George Perrin on 0161-474-4510 or email:
george.perrin@stockport.gov.uk

13. SCRUTINY REVIEW TOPIC SELECTION 2017/2018

(Pages 177 - 180)

To consider a report of the Democratic Services Manager.

The report outlines a suggested process for the selection of Scrutiny Review topics for 2017/2018.

The Scrutiny Committee is invited to consider and confirm its preferred topic for inclusion in the 2017/2018 Scrutiny Work Programme.

Officer Contact: Craig Ainsworth on Tel: 474 3204 or email:
craig.ainsworth@stockport.gov.uk

14. AGENDA PLANNING

(Pages 181 - 182)

To consider a report of the Democratic Services Manager

The report sets out planned agenda items for the Scrutiny Committee’s next meeting and Forward Plan items that fall within the remit of the Scrutiny Committee.

The Scrutiny Committee is invited to consider the information in the report and put forward any agenda items for future meetings of the Committee.

Officer Contact: David Clee on 0161 474 3137 or email: david.clee@stockport.gov.uk

DATE OF NEXT MEETING

Thursday, 21 September 2017

A handwritten signature in black ink, appearing to read 'Laureen Donnan', is written over a faint, repeating pattern of the text 'STOCKPORT TOWN COUNCIL'.

Laureen Donnan
Interim Chief Executive

Town Hall
Stockport
Wednesday, 26 July 2017

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ECONOMY & REGENERATION SCRUTINY COMMITTEE

Meeting: 6 July 2017

At: 6.00 pm

PRESENT

Councillor Oliver Johnstone (Chair) in the chair; Councillor Graham Greenhalgh (Vice-Chair); Councillors Kenny Blair, Stuart Bodsworth, Roy Driver, Philip Harding, Charlie Stewart, Jon Twigge and Suzanne Wyatt.

1. MINUTES

The Minutes (copies of which had been circulated) of the meeting held on 25 May 2017 were approved as a correct record.

2. DECLARATIONS OF INTEREST

No declarations of interest were made.

3. CALL-IN

There were no call-in items to consider.

4. LOCAL PLAN 'ISSUES PAPER'

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) setting out the Local Plan Issues Paper which described the broad framework for this phase of work, and set out the timescales for its approval and public consultation.

The Local Plan Issues Paper was a work in progress that had been subject to comment from internal stakeholders and councillors prior to this point. The draft was intended to allow comment on whether the document was framed in the right way and covered all the necessary areas, having partly been framed as a result of a number of internal consultation meetings and a 'showcase' briefing for officers from all services. The Issues Paper was written in such a way so as to be accessible to members of the public.

The report would be considered by the Cabinet at its meeting to be held on 18 July 2017.

The Cabinet Member for Economy and Regeneration (Councillor Kate Butler) attended the meeting to respond to Members' questions.

The following comments were made/issues raised:-

- A Member enquired whether the strategic allocations for the Greater Manchester Spatial Framework would be included in the Local Plan. The Corporate Director confirmed that final decisions from the Greater Manchester Combined Authority on the Greater Manchester Spatial Framework would be awaited before the implications for Stockport's Local Plan could be assessed.

- A Member considered that the Issues Paper, as currently drafted, had too great a concentration on the town centre and reference should also be made to the district and local centres.
- The effect of the establishment of more housing sites through the Brownfield First work was raised.
- A Member enquired whether feedback from the Local Plan would be fed into the Greater Manchester Spatial Framework.
- The work on the Local Plan would debate the proportion of land for businesses and that for residential development.
- The plan should examine the need for more community buildings.
- More details were required on where the additional allotments would be and how many there would be.
- There should be references to internet connections in businesses in the Issues Paper.
- A Member expressed a wish for the environmental side of the Local Plan Issues Paper to be strengthened. An eco systems approach should run through the five themes in the Issues Paper. Green corridors, sustainable urban drainage and river management should be examined. The benefits to the borough could be considerable with a reduced carbon footprint and an improvement to the physical and mental health of people in the borough.
- The Issues Paper needed to minimise the amount of technical language and provide a glossary of technical terms.
- In response to questions, the Scrutiny Committee received details about how the consultation process was to be carried out and advertised. Concern was expressed that not every resident in Stockport had access to the internet.
- A Member expressed concern that the consultation period would be concentrated into two weeks at the beginning of September and the Council's area committee areas were too large for this purpose, for example he felt that there should be separate consultative events in Hazel Grove and Offerton.
- The approach to the Local Plan addressed one of the perceived problems of the consultation on the Greater Manchester Spatial Framework, namely that the outcome was pre-determined.
- A Member queried how many of the goals in the Local Plan the Council would be able to bring to fruition, given the number of issues that were outside its control.
- A Member enquired whether the investment in infrastructure would still take place if the Greater Manchester Spatial Framework did not take place.

RESOLVED – That the report be noted.

5. A6 TOWN CENTRE CORRIDOR

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) providing an overview of the proposed A6 Town Centre Corridor masterplan and the concept of the 'Stockport Mile' aimed at enabling the A6 to play a central part in the life, attractiveness and animation of the town centre. The masterplan sought to improve the quality and identity of the A6 Corridor whilst redressing the balance between pedestrians, cyclists and motor vehicles through the town centre.

The Cabinet Member for Economy and Regeneration attended the meeting to respond to Members' questions.

The following comments were made/issues raised:-

- Some Members expressed concern about the consultants' proposal to narrow the A6 and the subsequent increase in journey times which would result.
- A Member enquired how much the consultants had been paid to produce the masterplan.
- A Member expressed support for making the A6 more inclusive and expressed a wish for further reports on the A6 Corridor that were not restricted to the section of the A6 in the town centre.
- There was a lack of information in parts of the report about sustainability, for example flood management.
- A Member expressed the view that it was too soon to consider the proposals in the report and that it should have waited until after the completion of the A6 to Manchester Airport Relief Road, whether it was clear the A6 to M60 Relief Road would be constructed and until after the Greater Manchester Spatial Framework was finalised.
- A Member requested to see the traffic modelling for the scheme.

It was then

MOVED AND SECONDED

That the Cabinet be recommended to support the adoption of the masterplan to inform the future development of the A6 Town Centre Corridor, following consultation with key stakeholders.

For the motion 4, against 4, abstention 1

MOTION NOT CARRIED

RESOLVED – That the report be noted.

6. SCRUTINY REVIEW TOPIC SELECTION 2017/2018

A representative of the Democratic Services Manager submitted a report (copies of which had been circulated) inviting the Scrutiny Committee to consider the process for the identification of suitable Scrutiny Review topics and to suggest topics for inclusion within the Scrutiny Work Programme.

A Member raised the possibility of a scrutiny review on Driverless Cars and the impact of new technology on motor vehicles. However, the Scrutiny Committee wished to consider other options and it was:-

RESOLVED – That the report be considered further at the next meeting of the Scrutiny Committee to be held on 3 August 2017.

7. AGENDA PLANNING

A representative of the Democratic Services Manager submitted a report (copies of which had been circulated) setting out the planned agenda items for the Committee's next meeting and Forward Plan items which fell within the remit of the Scrutiny Committee.

RESOLVED – That the report be noted.

The meeting closed at 7.32 pm

REPORT TO: ECONOMY AND REGENERATION SCRUTINY COMMITTEE

DATE: 3 AUGUST 2017

REPORT OF: CORPORATE DIRECTOR (SERVICES TO PLACE)

REPORT TITLE: PORTFOLIO PERFORMANCE AND RESOURCES – FIRST UPDATE REPORT 2017/18

1. Introduction and Background

- 1.1 The First Update Portfolio Performance and Resource Report (PPRR) for the Economy and Regeneration Portfolio is presented for consideration by the Committee. This provides a summary of progress in delivering the portfolio priorities, reform programme and other key projects in the first quarter of the year (April to June). It includes forecast performance and financial data (where this is available) for the Portfolio, along with an update on the portfolio savings programme.
- 1.2 This is the first report to be based on the 2017/18 Portfolio Performance and Resource Agreement (PPRA). It was considered by the Committee on 25 May 2017 and approved by Cabinet on 13 June 2017.
- 1.3 In order to ensure the timeliness of these reports, they are considered by Scrutiny Committees ahead of the Corporate Report (CPRR) and Leader's Report being approved at the Cabinet Meeting. This will also allow any significant changes or issues raised to be fed back alongside these reports at the Cabinet Meeting on 15 August.
- 1.4 Where significant activity or decisions have been made since the end of the first quarter, these have been included to ensure that the report remains timely. These will also be referenced within the Mid-Year Report.

2. Recommendations

Scrutiny Committee is asked to:

- a) Consider the First Update Portfolio Performance and Resource Report;
- b) Review the progress against delivering key projects, priority outcomes, targets and budgets for 2017/18;
- c) Highlight key areas of and responsibility for taking forward corrective action to address any performance or resource issues;
- d) Highlight any significant issues or changes to be fed back to the Cabinet alongside the Corporate Performance and Resource Report;
- e) Identify how areas of strong performance and good practice can be shared in other services.

Further Information:

- Previous quarterly Performance and Resource Reports - available at; <http://democracy.stockport.gov.uk/ieDocHome.aspx?bcr=1>
- Other Portfolio Performance and Resource Reports for this quarter – published with Scrutiny Agendas (via above link);

- Portfolio Performance and Resource Agreements for 2017/18 – approved by Cabinet on 13 June 2017 are available at;
[http://democracy.stockport.gov.uk/mgAi.aspx?ID=39119&\\$LO\\$=1#mgDocuments](http://democracy.stockport.gov.uk/mgAi.aspx?ID=39119&LO=1#mgDocuments)
- Council Plan 2017/18 and Medium Term Financial Plan - approved by Council Meeting 23 Feb 2017. Available at;
<http://democracy.stockport.gov.uk/ieListDocuments.aspx?CId=140&MId=9003&Ver=4>

Contact officers for accessing background papers and discussing the report;

Alan Lawson, Strategy and Performance Manager (CSS)
alan.lawson@stockport.gov.uk (x5397)

Kora Yohannan, Strategic Financial Advisor
kora.yohannan@stockport.gov.uk (x4032)



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Economy and Regeneration

Portfolio Performance and Resources First Update Report 2017/18



www.stockport.gov.uk

ECONOMY AND REGENERATION

PORTFOLIO OVERVIEW



Portfolio Summary

During this Quarter the Council outlined a potential approach to the development of an Inclusive Growth Framework for Stockport. During Quarter 2 the Council will be refining the approach with colleagues from across its range of services through a “discovery workshop”. The next step will be to involve partner organisations in developing the approach further to ensure as broad a range of organisations as possible is prepared to sign up to it.

The Growth Team continues to work closely with a range of businesses and business umbrella groups. This quarter saw the team support approximately 300 local business via one-to-one engagement, networking events and workshops.



Town Centre regeneration continues apace. Legal and other negotiations are underway regarding converting a number of buildings in the Marketplace/Underbanks area into apartments. The Phase 2 office building at Stockport Exchange is now fully let and the hotel is doing even better than anticipated. A report on progressing Phase 3 is due this summer. Redrock remains on track to open in late November. Phase 1 of the Town Centre Access Plan continues and Phase 2A has now begun.

The Council is supporting the businesses that will be moving into Redrock with their recruitment activity to maximise the employment opportunities at Redrock for Stockport residents. It is also continuing to develop employment and skills plans associated with commercial developments that have been approved by planning at a range of locations across the Borough.

Stockport Museums are performing as well as ever and are attracting record numbers of visitors through a range of events, activities and exhibitions. Recent highlights have included the Stockport Air Disaster Exhibition and the Strawberry Studios exhibition. Bramall Hall visitor numbers remain particularly buoyant following the extensive restorations last year.

Market Place Management have focused considerable attention in Quarter 1 on updating a wide range of systems and processes in line with those required for a modern retail market. And, after a sustained downward trend in footfall at the Marketplace, there was an upturn in Quarter 1. Branding and promotion of the Market will be a priority for Quarter 2, followed by a comprehensive events programme in the run-up to Christmas.

Finally, a Draft Issues Paper and public consultation process associated with Stockport's Local Plan was approved for consultation at the Council's Cabinet meeting on 18th July, with consultation to run from 28th July to 8th October 2017.

Cllr Kate Butler,
Cabinet Member for Economy and Regeneration

Revenue Budget (Forecast)

	£000
Cash Limit	2,576
Outturn	2,576
(Surplus)/Deficit	0
'Approved Use of Reserves' Total	1,934
Utilisation of 'Approved Use of Reserves' in the above forecast.	286
'Approved Use of Reserves' Balance	1,648

Capital Programme

	£000
2017/18 Capital Budget	91,430
2018/19 Capital Budget	47,089
2019/20 Capital Budget	64,041

1. ECONOMY AND REGENERATION PRIORITIES, PERFORMANCE, RISKS AND OPPORTUNITIES



1.1. Priorities and Delivery Update

1.1.1. Inclusive growth

A potential approach to the development of an Inclusive Growth Framework for Stockport has been outlined. This involves a fairly traditional approach of baselining, mapping and setting a vision, with a more radical proposal of establishing two new high-profile Commissions for Stockport.

The approach also sets out a process of engagement with a wide range of stakeholders and partners. Success will be dependent on senior political and corporate leadership across all areas of the Council.

The Council will be required to commit leadership, staff and policy support resources to this initiative. It will also need to lead by example, for example looking at the potential for making further commitments about putting this agenda at the heart of all of its decisions and policies.

In order to proceed with confidence however, important initial tasks will be to work out “next steps” and resource requirements in some detail. This may, for example, involve creation of an “Engine Room” in the Council to ensure the approach is successful and that it links in effectively with all Council functions

It is proposed that this outline approach will be considered internally via a “discovery workshop” to test and develop the approach further.

1.1.2. Business growth

The Growth Team continues to work closely with the Business Growth Hub, Chamber of Commerce, Federation of Small Businesses and other business support agencies, in order to ensure targeted support is provided for new and existing businesses across Stockport. The team also works closely with internal teams (Business Rates, Libraries and Trading Standards) to ensure businesses are encouraged and supported to grow within the borough. The development of new business-focused web pages will begin during Quarter 2 following feedback from businesses. These pages will aim make it easier for businesses to access relevant information about Stockport and Council services.

The Growth Service engaged on a one-to-one basis with 40 businesses during the quarter and an additional 250 directly through networking events and workshops organised by the team. The Council continued to provide two members of the team to work part-time as Business Growth Hub engagement officers and to work closely with business support providers with the Manchester Growth Company. Business events held by the team during the quarter included the Finance and Professional Sector network, the Creative Sector network, the Heaton Mersey Business Group and Bramhall Moor Lane Business Group, Pioneer 10 at SBIC, retail sector workshops with the Business Growth Hub and one Stockport Economic Alliance meeting. The team also organised “Meet the Buyer”, which had 153 businesses attending 315 appointments.

78% said they felt in a better position to tender for contracts as a result of attending the event. 88% found the event useful and relevant. Team members also supported Marketing Stockport, Chamber and Business Growth Hub events, plus the Business Club exhibition at Edgeley Park.

The Business Bulletin is currently emailed to over 5,700 local contacts with issues circulated in May and June.

The team also met with a range of providers that may be in a position to support Stockport's businesses in developing a Corporate Social Responsibility matching service. It is working towards producing an options appraisal and a recommended way forward.

A start-up company which provides filming and analysis services to sports at all levels of participation has won the Pioneer 10 Stockport Grand Final, organised by Stockport Business & Innovation Centre. "Film My Match" won the prestigious package of support from partners worth £15,000. The company has plans to extend into new sports and geographical areas.

1.1.3. Town Centre Regeneration

Marketplace/Underbanks

Work continues on managing the market positively. Legal issues regarding conversion of the White Lion into apartments are being addressed. Cabinet has agreed the marketing of the Produce Hall and Blackshaws, with a view to opening in December 2017. Negotiations are being held on Dumville Brow and work is in hand to in relation to compulsory purchase orders for 1-3 Little Underbank, Russell Morley House and Mansion House.

Merseyway

Vacancies remain at below 10%. Lettings are remain robust and footfall remains just above the national average. It is hoped to begin the next stage of the regeneration plan shortly.

Stockport Interchange and Stockport College

The project remains challenging. Council reserves are being used to undertake the necessary pre-development work to enable this exciting project to move forward.

Updates on Stockport Exchange and Redrock are in paragraphs 1.2.2 and 1.2.3 below.

1.1.4. Improving transport connectivity

The Town Centre Access Plan (TCAP) Phase 1 is continuing on site and Phase 2A has begun following GMCA approval in March. Work continues on delivering the Goyt Valley Cycle Scheme. Work is also continuing to support the GMSF and Local Plan development with the draft SEMMMS Refresh.

1.1.5. Tackling youth unemployment

The Council is looking to incorporate A "Youth Jobs Guarantee" into its Inclusive Growth work with employers.

Officers are working on supporting the businesses that will occupy space in Redrock with their recruitment activity in order to maximise the opportunities available for Stockport residents. Pizza Express have responded very positively and have around 30 jobs in the new restaurant. In addition to this, the Council is

supporting Pizza Express with recruiting to vacancies in existing restaurants across Stockport and neighbouring areas.

Planning is underway for the annual Jobs Fair on 26/09, with a particular focus on the employment opportunities offered by the businesses at Redrock as well as building on the successful Airport-specific jobs fair that was delivered in Quarter 4 last year.

The Council is continuing to develop employment and skills plans associated with commercial developments that have been approved by planning. It is working with contractors on the Brinnington housing and sports centre developments and the new Lidl supermarket. The Council is also completing the employment and skills plan that was agreed for the construction phase of Redrock.

The work and skills strand of the Council's Inclusive Growth strategy is being worked up with the intention of convening a Work & Skills Commission with local stakeholders to identify issues and priorities that this work should address.

Officers continue to support the Working Well Programme in Stockport through the provision of access to the local integrated services offer - a GOALS programme was delivered for Working Well clients.

The Head of Learning & Employment is supporting the tender exercise for the new £50m GM Work & Health programme due to start in March 18, as well as working with the Combined Authority to establish successful devolution of the Further Education & Skills funding for GM.

1.1.6. Cultural Heritage Framework

This work is being developed to improve the positioning of Stockport's cultural offer and stimulate higher levels of engagement at all levels with different forms of culture in Stockport, whilst trying to find financially sustainable models of future delivery. High levels of engagement are the key to driving growth in the Town Centre, creating a greater sense of civic pride and improving individuals' wellbeing through participation in accessible activities and initiatives. The Strawberry Studios exhibition and Hatstock have marked the start of this new approach and have already improved Stockport's profile within Greater Manchester and beyond.

Working in the context of Great Places and the Greater Manchester cultural environment, the Council will continue to improve the quality of cultural opportunities for local residents and visitors, and seek to increase local, regional and national involvement in the management and further development of the Borough's unique cultural attractions. In parallel, the Council is working to develop new models of delivering the cultural offer with medium-term plans to significantly refocus the offer at Hatworks and create networks for local cultural organisations to provide mutual support and access external funding opportunities. Creating an improved cultural offer for the Town Centre, in partnership with the Business Improvement District and other partners, is also a priority.

1.2. Growth and Reform Programme Update

1.2.1 Museums and cultural attractions

Stockport Museums have continued to attract higher numbers of visitors through a varied programme of events, activities and exhibitions. The total number of visitors for all

sites is 35,082. This has generated an income of £67,518. Notable achievements can be seen across all sites, but particular highlights are the impact of the Stockport Air Disaster Exhibition at Stockport Art Gallery and the Strawberry Studios exhibition at Stockport Museum, which is proving to be the most popular exhibition held at the site since it opened over 10 years ago. Bramall Hall had over 6,000 visitors which shows that numbers remain buoyant following the extensive restorations last year. Notwithstanding infrastructure issues (primarily car parking limitations), the development of evening events and those held outside of traditional peak visiting times has also proved successful. Numbers at the Air Raid Shelters (5,386) and Hat Works (4,030) are also positive due to the popular schools programme at the former, the focus on high-end millinery courses and the profile raised by the well-received Hat Stock event at the end of Quarter 4.

1.2.2 Stockport Exchange

Phase 2 is fully let. Cafelito opened in July. Both Music Magpie and Stagecoach are fitting out their premises. The hotel is trading above target. Investigations continue about how to progress Phase 3 with a report due in late summer.

1.2.3 Redrock

Building works will be practically completed in July. Legal negotiations are in hand on Units A and B but little further progress has been made regarding Unit C. Discussions continue with other occupiers for the food and drink units. The TCAP works in Princes Street are drawing to a close and those on Princes Street are due to commence in July. The scheme remains on track to open in late November.




1.2.4 Stockport Market

Market Place Management has focused considerable attention in Quarter 1 on updating a wide range of systems and procedures in line with those required for a modern retail market. This means that there is now a clear framework for communicating the standards required from traders and for taking action where traders are not meeting those standards. There have also been a range of interventions to bring down costs and improve operational efficiency. The Covered Market Hall currently only has one vacant unit and occupancy has remained stable in 20th Century Stores and on the outdoor market. Branding and promotion of the Market will be a priority for Quarter 2, followed by a comprehensive events programme in the run up to Christmas.

1.2.5 Stockport Local Plan





At its meeting in December 2016, Stockport Council agreed that work should start on a new Stockport Local Plan, the first phase of which will be the preparation of a Local Issues Paper. The Draft Issues Paper and public consultation process was approved at the Council's Cabinet meeting on 18th July, with consultation to run from 28th July to 8th October 2017.






1.3. Measuring Performance and Reporting Progress

PI Status	
	2017/18 actual / forecast is significantly below target
	2017/18 actual / forecast is below target but within acceptable tolerance range
	2017/18 actual / forecast is on or above target or within target range

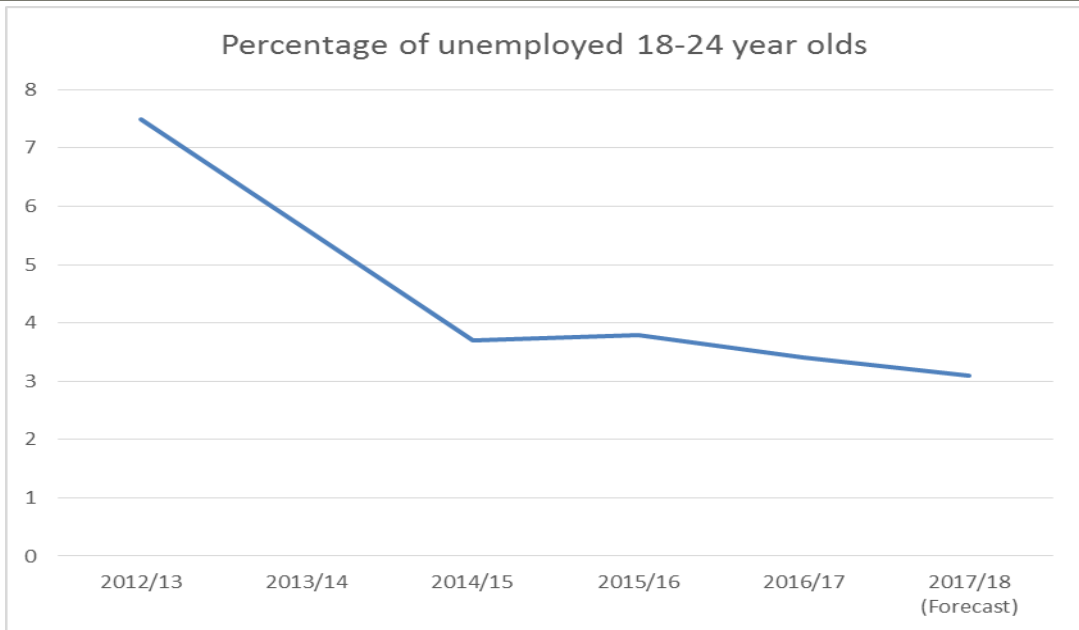



Measures in bold are included within the Corporate Report.

An additional three indicators (set out in Appendix 1) are proposed for development during 2017/18. These will be included within future performance reports as and when they are fully developed.

PI Code	PI Name	Good performance	2016/17	2017/18			Status
			Actual	Quarter 1 Actual	Forecast	Target	
E&R 01	% Occupied managed workspace and incubator floor space actively managed for start-up/micro-businesses	High	81.0%	74.0%	82.0%	82.0%	
All centres are performing well, with Stockport Business & Innovation Centre reaching its highest ever occupancy rate of 81%. One remaining large unlettable unit is awaiting division into 11 smaller, more lettable units. Occupancy at Houldsworth Mill has dropped slightly due in part to the recent loss of one large occupier on the ground floor. Merchants House is now managed on behalf of the Council by Oxford Innovation. Plans are also in place to hand over the Houldsworth Mill facility to the landlord at the end of Quarter 2.							
E&R 02	Footfall in Market Area: Change from Previous Year in Footfall (quarterly figure will reflect change compared to the equivalent quarter in 2016/17)	Positive	-6.3%	+0.2%	+2.5%	+1.0%	
After a long period of decline, like-for-like footfall has shown a very small increase on Quarter 1 in 2016/17. This is due to the continued growth of Foodie Friday (an adjustment was put in place in respect of the cancelled event in May). Declines in footfall to the regular market are also becoming less steep than in previous years with Thursdays and Saturdays showing modest increases. This has been helped by events such as Stockport Folk Festival during Quarter 1. Footfall declines on regular Fridays continue to cause concern, suggesting the need for new initiatives to provide a boost.							
E&R 09 (New)	Proportion of occupied retail, commercial and business premises within the Merseyway Shopping Centre	High	87.5%	93.8%	93.8%	87.0%	
Of the 111 units in Merseyway, 8 (6.2%) are currently vacant. This equates to 4.2% of the available floorspace.							
E&R 10	% of occupied retail, commercial and business premises within the borough's district centres	High	93.5%	-	-	93.5%	-
This is measured annually and the 2017/18 figure will be available in Quarter 3.							
E&R 11	% of occupied retail, commercial and business premises in the town centre	High	79.9%	79.4%	80%	80.0%	
There has been a very slight drop in occupancy rates since the final quarter of 2016/17.							

PI Code	PI Name	Good performance	2016/17	2017/18			Status
			Actual	Quarter 1 Actual	Forecast	Target	
E&R 12	Number of independent businesses in the town centre	High	316 ¹	316	330	330	
The number of independent businesses in the town centre is unchanged since the final quarter of 2016/17. These 316 businesses account for 45.6% of all town centre outlets.							
E&R 13	Square feet of office, retail and industrial space let or sold to new occupiers	High	796,436	96,200	800,000	800,000	
Range of new investments including Stagecoach, Cafélito and Music Magpie committing to Stockport Exchange, plus expansion by O'Neill Patients solicitors into Universal House on Pepper Road.							
E&R 13a	Square feet of office, retail and industrial space let or sold to new occupiers in Stockport Town Centre	High	188,843	51,700	250,000	250,000	
Town centre lettings in this quarter are mainly attributed to lettings secured at Stockport Exchange from Stagecoach, Music Magpie and Cafélito.							
E&R 14	Net number of business start-ups - i.e. business 'births' minus 'deaths'	High	420	-	-	450	-
This information is produced annually (in November) within an ONS report and relates to the previous calendar year. It is likely therefore that information relating to 2016 will be reported in Quarter 3. 2016 was a relatively strong year for businesses and the target reflects this.							
E&R 15	Business start-up survival rates after 3 years (%)	High	61.1%	-	-	63%	
This information is produced annually (in November) within an ONS report and relates to the previous calendar year. It is likely therefore that information relating to 2016 will be reported in Quarter 3.							
E&R 16	Number of FTE jobs created in relation to floor space let or sold to new occupiers.	High	2009	254	2000	2000	
A busy year already with Stagecoach, Cafélito and Music Magpie committing to Stockport Exchange, plus expansion by O'Neill Patients solicitors into Universal House on Pepper Road. Redrock will create jobs, as will some of the businesses moving in to Aurora, so matching 2016/17 levels is achievable.							
E&R 17	% of unemployed 16-24 year olds in the borough	Low	3.4%	3.4%	3.1%	3.1%	
Economic conditions remain stable and broadly favourable for continuing to provide employment opportunities. The Council is promoting the employment opportunities available in the businesses that are occupying the new units in Redrock and these are good jobs for this age group.							

¹ The figure in the 2017/18 Economy and Regeneration Portfolio Agreement was 326. This figure has now been corrected to 316.

PI Code	PI Name	Good performance	2016/17	2017/18			Status																
			Actual	Quarter 1 Actual	Forecast	Target																	
<div><p>Percentage of unemployed 18-24 year olds</p><table><caption>Percentage of unemployed 18-24 year olds</caption><thead><tr><th>Year</th><th>Percentage</th></tr></thead><tbody><tr><td>2012/13</td><td>7.5%</td></tr><tr><td>2013/14</td><td>6.0%</td></tr><tr><td>2014/15</td><td>3.8%</td></tr><tr><td>2015/16</td><td>3.9%</td></tr><tr><td>2016/17</td><td>3.6%</td></tr><tr><td>2017/18 (Forecast)</td><td>3.1%</td></tr></tbody></table></div>								Year	Percentage	2012/13	7.5%	2013/14	6.0%	2014/15	3.8%	2015/16	3.9%	2016/17	3.6%	2017/18 (Forecast)	3.1%		
Year	Percentage																						
2012/13	7.5%																						
2013/14	6.0%																						
2014/15	3.8%																						
2015/16	3.9%																						
2016/17	3.6%																						
2017/18 (Forecast)	3.1%																						
E&R 18 (New)	% unemployment overall (16-64)	Low	4.2%	4.3%	4.0%	4.0%																	
<p>Economic conditions remain stable and broadly favourable for continuing to provide employment opportunities. The Council is promoting the employment opportunities available in the businesses that are occupying the new units in Redrock. The rate has increased slightly by 0.1% on the 16/17 actual (hence the “amber” rating) but it is hoped that this will be a temporary reverse in the positive trend that has been seen.</p>																							
E&R 19	Number of visits to Stockport’s museums	High	122,799	35,082	125,000	125,000																	
<p>Stockport Museums have continued to attract higher numbers of visitors through a varied programme of events, activities and exhibitions. The total number of visitors for all sites in Quarter 1 is 35,082.</p>																							
<div><p>Number of visitors to Stockport’s museums</p><table><caption>Number of visitors to Stockport's museums</caption><thead><tr><th>Year</th><th>Number of visitors</th></tr></thead><tbody><tr><td>2011/12</td><td>125,000</td></tr><tr><td>2012/13</td><td>110,000</td></tr><tr><td>2013/14</td><td>105,000</td></tr><tr><td>2014/15</td><td>100,000</td></tr><tr><td>2015/16</td><td>110,000</td></tr><tr><td>2016/17</td><td>125,000</td></tr><tr><td>2017/18 Forecast</td><td>125,000</td></tr></tbody></table></div>								Year	Number of visitors	2011/12	125,000	2012/13	110,000	2013/14	105,000	2014/15	100,000	2015/16	110,000	2016/17	125,000	2017/18 Forecast	125,000
Year	Number of visitors																						
2011/12	125,000																						
2012/13	110,000																						
2013/14	105,000																						
2014/15	100,000																						
2015/16	110,000																						
2016/17	125,000																						
2017/18 Forecast	125,000																						

1.4 National and Regional Policy Drivers

The main regional and national developments during Quarter 1 are summarised below.

General Election, 8th June 8th 2017 and Queen's Speech 21st June 2017

The election resulted in a minority Conservative Government (supported by a "confidence and supply" arrangement with the Democratic Unionist Party). The Queen's Speech followed on 21/6/17 and it is likely to be last such speech until 2019, during which time Brexit legislation will progress through Parliament. New legislation proposed in the speech that may impact on this portfolio is summarised below.

Repeal Bill

This measure will repeal the 1972 European Communities Act and convert EU law into UK law. The UK Parliament (and where appropriate, the devolved legislatures) will then be free to make any future changes to its laws.

Mayoral Election, 4th May 2017

In May, Andy Burnham became the first elected Mayor of Greater Manchester. His election had an immediate impact on plans for the development of two significant GM-wide policy documents, as set out below.

Greater Manchester Strategy (GMS)

Work on the "refresh" of the GMS was paused in February 2017 until after the Mayoral Election in order to allow the Elected Mayor to contribute to its development. The process was restarted in June however and it is anticipated that the refreshed strategy will be signed off by the GMCA in late summer 2017. While a key focus of the strategy will be on economic growth, its scope and influence will be more extensive.

Greater Manchester Spatial Framework (GMSF)

The next round of consultation on the GMSF had been due to begin in September 2017. However, following his election in May, Andy Burnham announced his intention to follow through with his manifesto commitment to reconsider the GMSF, in particular looking at substantially reducing the proposed loss of Green Belt, increasing the emphasis on affordable homes and focussing more on town centre living. It is likely therefore that the consultation due to begin in September will be postponed. The revised timetable has yet to be confirmed however.

Apprenticeships

Work is underway across Greater Manchester that is aiming to maximise and make best use of the Apprenticeships Levy (a small tax on employers above a certain size). Funds raised by the levy, which came into force in April 2017, are to be used to train new apprentices. This GM-wide work is also looking at scope for developing a consistent approach to public sector apprenticeships across the conurbation.

"Working Well"

The "Working Well" pilot, funded via the European Social Fund (ESF), started in Greater Manchester in 2014. It aimed to support those with health needs that were significant barriers to them securing and maintaining employment to overcome those barriers and get into work. In 2016 funding was secured to expand the pilot to continue until January 2018 when the GM Work and Health Initiative (also funded largely through ESF) is due to go live. Ingeus are the organisation providing this service and this support will continue.

Transport

Assuming it is adopted, GMSF (and Stockport's emerging Local Plan will also influence the Council's approach to highways and transport, as will a range of transport-specific policies. For example the Greater Manchester (GM) Transport Strategy 2040 sets out a vision for the transport network required across the city region to deliver "World class connections that support long-term sustainable economic growth and access to opportunities for all". Other influential GM-wide policies include the Local Growth Deal Transport Programme and proposals to devolve control of GM's railway stations to Transport for Greater Manchester (TfGM). Relevant national strategies include Highways England's Road Investment Strategy 2015-2020, Network Rail's 2014-2019 Investment Programme and the Bus Services Act 2017 which became law in April 2017.

1.5 Portfolio Risks

This section provides an update by exception against risks identified within the Portfolio Agreement during the first quarter of the year. Details of the some of the projects and activities which are helping to mitigate the Portfolio risks are also included in the Priorities and Delivery update in Section 1.1 of the report.

Risk Description	Update on controls and mitigating actions
E&R 01 – Loss or reduction in funding via EU (e.g. European Social Fund (ESF) due to impending Brexit.	This risk continues to be monitored against any information that emerges from Government regarding the Brexit settlement arrangements that will include this funding stream. As yet, there are no detailed statements or information to indicate what impact can be expected from the loss of ESF funding. The Council's Inclusive Growth strategy includes working with employers on developing their approach to corporate social responsibility.
E&R 02 – Government and GM employment programmes do not effectively reach those in most need of support, e.g. people in priority neighbourhoods.	The Council's Head of Learning & Employment is contributing to the commissioning of the new GM Work & Health programme and is ensuring that the new arrangements are suitable to meet local needs.
E&R 03 – Managed workspaces and business incubator facilities become financially unsustainable.	Regular monthly meetings held with managing agents, monitoring monthly budgets and occupancy rates. Also dealing with property and tenant issues. Working towards handing over Houldsworth Mill as an ongoing entity to the landlord.
E&R 04 – Income generated through charges falls short of levels required to maintain current service.	Performance against income targets is closely monitored with services promoted to maximise take-up along with timely recovery of charges. Opportunities for external funding continue to be researched.
E&R 05 – Flawed decision-making relating to museums and other cultural facilities based on management information that is inaccurate and/or lacks reliability or validity.	Data is collected on an ongoing basis to inform the leisure and cultural offer, along with close performance monitoring of Life Leisure. Customer and complaints data is also reviewed regularly, with surveys conducted to supplement this.

Risk Description	Update on controls and mitigating actions
E&R 06 – Insufficient brownfield land identified for development as it is unviable for development or unattractive to the market.	Brownfield Land and Mills Reviews are ongoing. This work aims to build understanding of Stockport's mills resource and other brownfield land.
E&R 07 - Planned developments are not delivered on time.	<p>Developer Engagement and Monitoring post currently on hold as Central Government has delayed implementation of uplift in fees.</p> <p>Development Tracker has been progressed and will be implemented shortly.</p>
E&R 08 – Delays occur in the planning process.	<p>Ongoing work to ensure processes and procedures are reviewed.</p> <p>Additional checking of reports to ensure that they are consistent and sound.</p> <p>Provision of additional pre-application capacity currently on hold due to the delayed implementation of the uplift in planning fees. Management of the pre-application process is being reviewed in the meantime.</p>
E&R 09 – Provision of services from third parties does not fulfil expectations.	Performance frameworks have been developed with key partners (such Marketplace Management and Life Leisure) which are monitored on a monthly basis.
E&R 10 - Financial and reputational damage to the Council resulting from delays in the delivery of major infrastructure projects.	The change of completion date for A6MARR has been announced and additional specialist resource has been procured to monitor the ongoing contractors programme. This support includes additional resources to work with the utilities to ensure programmes are coordinated.

2. ECONOMY AND REGENERATION FINANCIAL MONITORING



2.1 Revenue – Cash limit

	Previously Reported £000	Increase (Reduction) £000	Revised £000
Cash Limit	2,602	(26)	2,576

2.1.1 The Economy & Regeneration Portfolio contains pressures in the Planning and Markets areas in relation to income generation, but forecast surpluses in other areas of the portfolio mean that the portfolio is expected to balance overall.

2.1.2 Earmarked Reserves

The table below illustrates the balances in reserves carried forward into 2017/18 and anticipated in-year commitments known/approved at Quarter 1.

Reserve Category	Reserve Narration	To be used for	Reserve / Approved Use Balance at Q1 £000	Planned use of Reserves / "Approved Use" 2017/18 £000	Balance of Reserve / "Approved Use" £000
Directorate Reserves					
Directorate Reserve	Directorate Flexibility Reserve - Place	Markets Management	21	21	0
Directorate Reserve	Directorate Flexibility Reserve - Place	Town Centre Living	100	100	0
Directorate Reserve	Directorate Flexibility Reserve - Place	F&B Sector Development Support	40	40	0
Corporate Reserves					
Corporate Reserves	Legislative and Statutory Requirements Reserve	Development of a new Local Plan approved by the Executive	439		439
Reserve Linked to Budget	Transformation - Invest to Save Reserve	Markets Consultation	75		75
Reserve Linked to Budget	Transformation - Invest to Save Reserve	Aurora additional planning support	15		15
Reserve Linked to Budget	Transformation - Invest to Save Reserve	Regeneration Projects	81		81

Reserve Category	Reserve Narration	To be used for	Reserve / Approved Use Balance at Q1 £000	Planned use of Reserves / "Approved Use" 2017/18 £000	Balance of Reserve / "Approved Use" £000
Reserve Linked to Budget	Transformation - Invest to Save Reserve	HLF Bramall Hall	242	125	117
Strategic Priority Reserve	Capital Programme Investment Reserve	Redrock Scheme Legal Fees & Costs	109		109
Strategic Priority Reserve	Capital Programme Investment Reserve	Walking & Cycling Projects	36		36
Strategic Priority Reserve	Capital Programme Investment Reserve	Stockport Place Marketing and Communications	150		150
Strategic Priority Reserve	Capital Programme Investment Reserve	Flood Investment	626		626
TOTAL			1,934	286	1,648

2.2 Portfolio Savings Programme

The Council's savings programme was agreed by the Council Meeting as part of the 2017/18 Budget on 23 February 2017. The Portfolio contributed £0.059m to the Council's savings for 2017/18.

The portfolio savings within the Council's overall approved programme are detailed in the table below with a risk assessment on progress to date and a progress commentary.

Project	2017/18		Progress at Q1
	£m	Risk Rating	
Staff Travel (including Essential User) Saving	0.019	Green	The forecast suggests this will be achieved.
Staff Overtime	0.005	Green	The forecast suggests this will be achieved.
2017/18 Superannuation	0.035	Green	Achieved.
TOTAL	0.059		

Risk rating

- **Green** – good confidence (90% plus) the saving is/will be delivered or minor variances (<£0.050m) that will be contained within the portfolio.
- **Amber** – progressing at a reasonable pace, action plan being pursued may be some slippage across years and/or the final position may also be a little unclear.
- **Red** – Significant issues arising or further detailed consultation required which may be complex/ contentious

2.3 Capital Programme

2.3.1 The Capital Programme for 2017/18 is £91.430m. It includes the following schemes, progress against which is reported in section 2.3.4. A breakdown of the resourcing of the Capital Programme is shown in section 2.3.2.

The table below highlights the key schemes in the programme:

*Expenditure as at 30 Jun 2017 £000	Scheme	2017/18 Programme £000	2018/19 Programme £000	2019/20 Programme £000
	<u>Highways</u>			
150	Street Lighting	560	560	331
90	LTP and SEMMMS Integrated Transport	1,960	1,000	0
434	Highways Structures	743	743	704
0	Town Centre Structures	500	2,500	0
5,154	SEMMMS Relief Road	29,807	10,661	34,087
207	Section 278 schemes	2,000	2,000	2,000
203	Drainage	300	300	300
4	Studies and Transport Minor Schemes	30	30	30
0	Air Quality Grant	101	0	0
1	PROW	60	60	60
74	Flood Damage Infrastructure Programme	788	0	0
45	Pot Hole Programme	213	0	0
8	District Centres	200	200	200
0	Road Safety Near Schools	200	100	100
22	Interchange Bridge	2,996	400	0
3,115	Town Centre Access Package	17,239	14,028	10,924
3,000	Major Scheme Development	11,882	12,569	12,805
	Highways Investment Programme			
12,507	Highways sub-total	69,579	45,151	61,541
	<u>Non-highways</u>			
0	Stockport Exchange (Phase 2)	422	0	0
2	Portas Pilot Bid match-funding (PIF 2012/13)	8	0	0
4,470	Redrock Development Scheme	15,186	0	0
1,421	Aurora Stockport (formerly Gorsey Bank)	3,642	0	0
160	Markets and Underbanks	1,200	1,938	2,500
153	Brownfield Site Schemes	1,393	0	0
6,206	Non-highways sub-total	21,851	1,938	2,500
18,713	TOTAL	91,430	47,089	64,041

* This relates to expenditure on SAP and accruals for goods received or work performed up to the period end.

2.3.2 Capital Finance Update and Outlook

Resources	2017/18 £000	2018/19 £000	2019/20 £000
Capital Grants	52,309	29,452	43,192
Directly Funded Borrowing	19,147	2,388	3,075
Unsupported Borrowing	13,297	12,849	13,674
Capital Receipts	1,034	0	0
External Contributions	2,996	400	0
Commuted Sums	2,000	2,000	2,000
Revenue Contributions (RCCO)	647	0	2,100
TOTAL	91,430	47,089	64,041

2.3.3 Capital Programme Amendments

Scheme	2017/18 £000	2018/19 £000	2019/20 £000	Funding Source	Reason
Street Lighting	0	0	331	Grant	To match capital programme
Highways Structures	0	0	704	Grant	To match capital programme
Section 278 schemes	0	0	2,000	Commuted Sums	To match capital programme
Drainage	0	0	300	Grant	To match capital programme
Studies and Transport Minor Schemes	0	0	30	Grant	To match capital programme
PROW	0	0	60	Grant	To match capital programme
District Centres	0	0	200	Grant	To match capital programme
Road Safety Near Schools	0	0	100	Grant	To match capital programme
Markets and Underbanks	(438)	(2,062)	2,500	DFB	Scheme rephasings
Total	(438)	(2,062)	6,225		

2.3.4 Progress with Individual Schemes

Street Lighting Planned Programme

This programme includes the structural replacement or repair of columns that are reaching the end of their life. Columns are identified for replacement or repair following routine structural assessment and testing. All lighting columns on the network have been structurally assessed and a programme of illuminated sign pole testing is underway. The information is being used to develop whole-life modelling of street lighting assets across the network. Approximately 25% of the programmed work has been completed.

LTP and SEMMMS Integrated Transport Programme

The funding for this programme comes from the Greater Manchester Local Transport Plan 3 (GMLTP3), developer funded schemes and successful individual scheme bids and aims to improve transport networks and facilities in accordance with the Greater Manchester

Local Transport Plan and South East Manchester Multi Modal Strategy (SEMMMS).

Funding has also been secured as part of Transport for Greater Manchester bids for Growth Fund 3. A number of local safety schemes have been designed and are programmed for construction in Quarter 2.

Integrated Transport Corridors

The A6 Viaduct is to be strengthened and waterproofed in 2017/18 to mitigate disruption to the development of the proposed Interchange and other Town Centre developments.

Cycling, Walking and Safety Schemes

- The £2.2m CCAG 2 scheme in Cheadle Hulme has approval of the Highway elements and planning applications have been reviewed by the respective area Committees for the off Highway Sections;
- Design for the GMCRP safety related works on Crookilley Way have commenced;
- Improvements to walking and cycling facilities in the Goyt Valley are being implemented with work on-going on Dark Lane. Works are due to start in Quarter 2 of 2017/18 on Half Moon Lane and Otterspool Road.

SEMMMS A6 to Manchester Airport Relief Road

Work is ongoing by Stockport Council Highways on the development of a package of mitigation and complementary measures for the A6MARR; with the package of mitigation measures to be implemented by Stockport Council in 2017/18 Quarters 2-4 prior to road opening. Priority has been given to a significant package of mitigation measures for High Lane which have all been consulted over including:

- A new pedestrian crossing of the A6 near the Church;
- A footway / cycleway along part of the A6;
- Traffic Calming on Windlehurst Road and Andrew Lane;
- Quiet Lane measures on Threaphurst Lane and Torkington Lane / Road;
- Weight and speed limit changes.

Mitigation measures for Gilbert Road, Cheadle have been consulted upon.

Further phases of work (mainly complementary measures) in Hazel Grove, Bramhall and Heald Green are being developed in terms of consultation and design.

Highways Structures

The funding for the Highway Structures programme comes from the GMLTP3 maintenance allocation and its aim is to inspect, maintain and replace highways structures including bridges, retaining walls and steps as necessary.

360 General Bridge Inspections & 60 Principal Bridge Inspections have been programmed for completion in 2017-18.

In 2017/18 six capital projects are programmed for completion including:

- Dan Bank Bridge Culvert Repairs
- Schools Hill Culvert - Confined Space Entry Repairs
- CLC Railway Bridge - Parapet Repairs
- Cheadle Lane Culvert – Watercourse Diversion
- Broadway Culvert - Confined Space Entry Repairs
- Councillor Lane Culvert - Confined Space Entry Repairs
- Manchester Road Culvert - Confined Space Entry Repairs
- Hillcrest Road Culvert - Confined Space Entry Repairs

Town Centre Structures

There are two main structures in this programme. They are shown below with their current status:

- Wellington Road (A6) Viaduct – Waterproofing (Construction)
- Merseyway – Waterproofing (Detailed Design)

SEMMMS A6 to Manchester Airport Relief Road

The Carillion/Morgan Sindall joint venture is now approximately 26 months into the construction programme for the delivery of the A6 to Manchester Airport Relief Road. Work commenced on site in spring 2015. Work is progressing on highways and minor and major structures at locations along the length of the scheme, and scheme opening is scheduled for spring 2018. A Councillor briefing session in June 2017 has provided updates on progress and to address relative queries and concerns. This briefing addressed in a fuller context the causes of the delays for planned completion of the works from late 2017 to spring 2018 –main reasons include weather events, ground conditions encountered, delays with statutory undertakers and mitigation associated with environmental mitigation.

Work is ongoing by Stockport Council Highways on the development of a package of mitigation and complementary measures for the A6MARR, with the package of mitigation measures to be implemented by Stockport Council prior to road opening. Priority has been given to a significant package of mitigation measures for High Lane which includes traffic calming measures and weight restrictions. All mitigation measures are subject to approval prior to progressing to implementation. Further phases of work (mainly complementary measures) in Hazel Grove, Bramhall and Heald Green are being developed in terms of consultation and design.

Section 278 Schemes

Funding is obtained from developers as part of a planning consent either as a commuted sum under Section 106 of the Planning Act or for defined off site highway works under Section 278 of the Highways Act.

S106 Public Rights of Ways for Redrow at Woodford and Bellway on the former Mirlees site are being developed.

Design has commenced for highway alterations to facilitate a new Lidl Store off Hibbert Lane, Marple.

Design has commenced for highway alterations to facilitate a new Lidl store off Hempshaw Lane, Offerton.

Design has been completed for highway alterations to facilitate a residential development by Stockport Homes off Stockport Road East, Bredbury.

Feasibility design has commenced for highway alterations to facilitate a mixed use development off Brighton Road, Heaton Mersey.

Highway mitigation works are being carried out for a number of school expansions.

Works have been designed to mitigate traffic impact from the Stockport Sports Village at

Hyde Road / Mill Lane and will start on site in Quarter 3 of 2017/18.

Access improvements for the Barnes Hospital re-development will start on site in Quarter 2 of 2017/18.

Drainage – Flood Risk Management

In 2017/18:

- The LLFA statutory role for major planning applications is ongoing and standardised advice has been provided to assist this process;
- The drainage asset management system is continuing to be developed;
- The Communications Strategy is continuing to be developed;
- Drainage investigation and repair works are continuing to be completed as part of the Highway Investment Programme in advance of planned road reconstruction works;
- Highway drainage investigation and repair works are continuing to be completed on behalf of Public Realm on a routine and reactive basis across the Borough;
- Watercourses/Trash Screens are continuing to be inspected/cleared on a priority basis;
- Cheadle Hotspot - Phase 4
- Cheadle Hulme Study - Phase 2
- Bramhall Minor Culverts
- Romiley Study - Phase 2
- Barlow Fold Road Culvert - Phase 1
- Investigations are continuing as a result of Section 19 Flood Investigations for the June, September and November 2016 Floods.

Studies and Transport Minor Schemes

The town centre car parking study has commenced.

Air Quality Grant

The final Government Strategy is awaited – this will inform any future work

Public Rights of Way

The Public Rights of Way Capital allocation for 2017/18 was initially aimed at undertaking improvements on PROW bridges. However, part of the fund has been reallocated to undertake extensive surface and drainage works on Footpath 36 Marple because of threats from the local Rambler Association and Peak and Northern Footpath Society to take the Council to Court. The cost of the surface and drainage works is £0.044m (including VAT).

Further work to replace a footbridge on FP52 Bredbury and Romiley is planned.

Flood Damage Infrastructure Programme

The feasibility studies for the June 2016 flood repairs have been completed. Detailed design for Highways; Highway Structures; Greenspace; and PROW have all commenced. Construction works have been completed within Torkington Park; programmed for Happy Valley and Marple PROW 41 and programmed for Green Lane.

Pot Hole Programme

Highway safety inspections have identified roads with higher numbers of actionable defects that are in need of programmed repair. This programme was developed to attend to these sites by resurfacing stretches of highway. Work has been completed on a number of sites all approved schemes are on course to be delivered ahead of schedule.

Centre Improvements

Works were started in Quarter 4 in the Heaton Moor Road/Shaw Road area and will be completed in Quarter 2 2017/18.

A study has been commissioned to determine what improvements to the operation of the highways and public realm may be appropriate in Marple Centre. This has commenced with a design of surveys and modelling work required to assess the current situation.

Road Safety Near Schools

An engineer has now been allocated to the 'Road Safety near Schools' project team and visits and audits have been completed at 15 school sites. School crossing patrols and head teachers have been consulted where possible to gauge their thoughts on locations. It is intended that all 20 priority schools sites will have been visited and audited before the end of the summer term on 28th July.

The audits have included checking signage and lining, footways, paths, crossing points, parking issues, disabled access, lighting, cycle routes and parking. Recommendations have been made about, but not limited to, new crossing facilities, access points and widening footways. As each school site is different, a solution at one location may not be appropriate for another and consequently a bespoke approach will be taken.

Interchange Bridge

The tender process has been finalised and the contract award is scheduled for September 2017 with the site works scheduled to start in for February 2018 for 6 months.

Town Centre Access Plan

This programme of works is part of the Investing in Stockport Programme and is to address the difficulties of navigating to and around the town centre. It was awarded funding as part of Greater Manchester Growth Plan. The scheme is comprised of two phases of delivery 2015-2017 and 2017-2020. Full Business Cases for all phases of works have been approved by TfGM and it now only approval from Greater Manchester Combined Authority on the Phase 2B works / Full Business Case that is to be confirmed (28 July 2017). This will then confirm release of the full £73.2M of funds to Stockport Council for delivery of the full programme of STCAP works. Work continues to be progressed on a number of key schemes, including:

- Princes St / Bridgefield Street Public Realm works for Redrock;
- Highway works to facilitate the Aurora development;

St Mary's Way/Hempshaw Lane schemes are due to be opened July 24th 2017 to facilitate the closure of the A6 for the Viaduct refurbishment works.

Highways Investment Programme

This is Year 4 of the £100M Highway Investment Programme (total 9 year delivery programme). All sites have been scoped in the targeted ward areas and schemes are progressing well. The preventative footway and carriageway work started early in the year and is ahead of schedule. Overall the 2017/18 HIP programme is approximately 25% complete.

A video survey identifies treated areas of highway (HIP delivered work) and provides an indication of the level of deterioration on the remaining part of the network. The condition data is used to compare the delivery outcome against the agreed target. Recent performance figures show that the footway and carriageway network is improving in line with the investment.

The funding for this programme comes from the Greater Manchester Local Transport Plan 3 (GMLTP3 and prudential borrowing. The aim is to maintain and improve transport networks and facilities in accordance with the Greater Manchester Local Transport Plan and SEMMM Strategies.

Stockport Exchange Phase 2

Phase 2 of the Stockport Exchange scheme (incorporating Office building and Hotel) was granted Executive Approval on October 1st 2013 (ED1548).

The offices completed in October 2016 and final possession of the public realm and hotel took place in December 2016. The hotel opened on the 19th December 2016 trading as a Holiday Inn by Express and is trading very successfully.

The office building is now fully let. Cafelito is due to open 4th July 2017, with the office space currently being fitted out by the respective tenants.

The remaining allocation of £0.422m will be utilised in the early part of 2017/18 for incidental costs and retention/snagging costs.

Portas Pilot Bid match-funding (PIF 2012/13 Scheme)

As a Portas Pilot, Stockport secured £0.100m funding, plus £0.100m Council capital match funding and £0.100m High Street Innovation funding, with £0.088m of the capital allocation having been spent by 2015/16 leaving £0.012m available.

At the end of 2016/17 a balance of £0.008m remained and was carried forward into 2017/18. Discussions have now been concluded with representatives from the Portas Pilot Project Delivery Group on how this remaining amount should be spent, and it is forecast that all remaining expenditure will occur by the end of Quarter 2 of 2017/18.

Redrock Stockport Development Scheme

The Redrock leisure led development scheme (incorporating Multi-screen Cinema, Multi-Storey Car Park, and Retail and Food and Beverage units) was granted Executive approval on December 17th 2013 (ED1447).

The anticipated total cost of the Development is £48.508m. However, elements of the overall scheme (including Public Realm and A6 right turn) will be funded by the separate Town Centre Access Package (TCAP) scheme, thereby reducing the scheme sub-total to £39.348m, of which £1.700m relating to the Spiral Ramp will be funded corporately.

The planning applications were approved in January 2015, with initial enabling works commencing in April 2015. These will continue under the TCAP programme.

A negotiated figure was agreed with Wates who have started on site. Completion is expected July 2017 with openings in late November 2017 following fit out and TCAP works completion.

An agreement for lease was signed with Light Cinemas in August 2014, with Zizzi's and Pizza Express in January 2016 and with GBK in late September 2016. A coffee shop (Mango Bean) signed in February 2017 and Units A and B are under offer to Jump Arena.

Negotiations are progressing on Unit C albeit that food and drink lettings have become much more difficult over the past 6 months and negotiations are slow.

The cinema is due to open in November/December 2017 although this is dependent upon the TCAP works allowing possession and fit out.

With the scheme due for completion in 2017/18 it is envisaged that the allocation of £15.186m will be spent by the end of the current financial year.

Aurora Stockport (formerly Gorsey Bank)

The full business case was approved in August 2015. A revised planning application was submitted in October 2015 for 154,000 sq. ft. (approx.) of predominantly B2/B8 and employment space. This was approved in January 2016.

A tender from Seddons was accepted in February 2016 and the contract was executed in May 2016. Completion is expected in late July 2017 on the majority of the scheme with unit A being completed in September 2017.

Early market interest in the development remains positive and terms have been issued on all but 30,000 sq. ft. It is likely that the construction budget will be exceeded which may impact on the overall value (NPV) of the scheme, however this will not be confirmed until the lettings are completed, as a more successful letting process than that originally envisaged may offset the capital overspend.

With the scheme due for completion in 2017/18 it is envisaged that the allocation of £3.642m will be spent by the end of the current financial year.

Markets and Underbanks

The scheme reflects the regeneration strategy for the wider Market Place and Underbanks area approved by the Executive on 30 September 2014 (ED1636): to create a vibrant retail, leisure and residential destination, focussed on the development of creative industries and specialist independent retail, with new residential development. The scheme includes proposals to invest in a rolling programme of measures in the area, including selected acquisition, redevelopment, refurbishment, letting and resale, coupled with public realm improvements, in order to drive delivery of the regeneration strategy.

The phasing of the expenditure is at this time the best estimate and will be regularly updated to reflect the rolling programme of investment opportunities.

Working in partnership with a wide number of partners, developers, landlords, agents and businesses a comprehensive action plan is in place to co-ordinate the programme and support a range of projects and initiatives.

The programme is now well underway with progress on a range of sites including:

- Former White Lion:
 - Listed Building and Planning consent secured for conversion of the White Lion to apartments and ground floor A3 use;
 - Legal Agreements nearing completion;
 - Works anticipated to commence Quarter 2 2017/18;
- 29-35 Little Underbank: Acquisitions secured through negotiations;
- Russell Morley House/6 Lower Hillgate: Interest received from a third party seeking to redevelop the site;
- Planning applications submitted for 1-3 Lower Hillgate and later withdrawn. Working with the owner and a third party to redevelop the site;
- Planning application submitted for Dumvilles Bow site;
- 17 Little Underbanks refurbishment complete;
- Property deal being sought on Produce Hall and Blackshaws;
- Bank chambers upper floors are being converted to apartments;
- 41-43 Great Underbanks has been sold and currently being converted to an opticians, with potential conversion of upper floors to residential use;
- 15 Bridge Street ground floor converted into a café with upper floor granted permission for residential use;
- A number of other sites progressing including 2–16 Millgate and 14 Market Place;
- Townscape Manager appointed to lead on the Heritage Lottery Fund project.

Brownfield Site Schemes

A range of Brownfield sites are being developed.

The CPO of Swann Lane has been confirmed and possession took place in April 2017. A disposal process is in hand.

Appendix 1: Performance measures to be developed during 2017/18

The measures below have been proposed for inclusion during 2017/18. Definitions are not yet fully developed but as and when they are, and baselines are identified, they will be added to future quarterly performance reports.

Provisional PI Code	PI Name	Good perform- ance	2016/17	2017/18			Status
			Actual	Q1 Actual	Forecast	Target	
E&R 03	Number of planning enforcement cases which result in successful prosecution.	High	TBC			TBC	
E&R 04	Employment-related developments approved on previously developed land.	High	TBC			TBC	
E&R 05	CO2 emissions (metric tons per capita)	Low	TBC			TBC	
This is reported annually, and two years retrospectively.							

Agenda Item 6.

Economy and Regeneration Scrutiny
Committee

Meeting: 03/08/17

UPDATE ON THE SEMMMS REFRESH

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 The original South-East Manchester Multi-Modal (SEMMM) Strategy, published in 2001, is in the process of being reviewed by the Council and its partners, to refresh the strategy and approach up to 2040. Members will be aware that proposals to refresh the SEMMM Strategy began to be considered in 2015/16 and initial baseline information has been collated to inform the process. Since the commencement of this work, proposals to develop the Greater Manchester Spatial Framework and update the Stockport Local Plan have developed, and the SEMMM Strategy refresh needs to understand and support these emerging plans.
- 1.2 The purpose of this paper is to give members early sight of the emerging issues and potential options being identified through this ongoing work to refresh the SEMMM Strategy.
- 1.3 The attached Issues and Options paper has been produced on behalf of the Council as the first stage of the refresh of the SEMMM Strategy and to inform the development of the Local Plan, by identifying some of the specific transport challenges and potential solutions in Stockport which could be included within the revised strategy.
- 1.4 Given the crucial period of overlap between the public consultation on the Local Plan Issues Paper and this stage of the SEMMMS Refresh, it is proposed that an integrated public consultation be undertaken in order to give residents and businesses in Stockport the opportunity to feedback views on specific transport issues in Stockport. Such feedback can then be fed into the wider discussions with SEMMMS partners as the preferred option for the refreshed strategy is developed.
- 1.5 Members are requested to comment on the Issues and Options paper and on the proposals to undertake an integrated public consultation with the Local Plan Issues paper consultation.

2. BACKGROUND

- 2.1 The Issues and Options paper is the first step in refreshing the SEMMM Strategy and will be followed by further dialogue and engagement with partners, and testing and evaluation of the potential options in order to identify a Preferred Strategy. This paper sets out in more detail:
 - What has been achieved since the original SEMMM Strategy was published
 - The current growth and spatial planning context and why a refresh is needed
 - The ongoing transport challenges and issues in Stockport
 - A proposed vision and accompanying objectives to frame the strategy up to 2040
 - A series of potential solutions which could be delivered in Stockport as part of a multi-modal package of interventions.

3.0 LINKS TO THE STOCKPORT LOCAL PLAN

- 3.1 A Local Plan Issues Paper has been produced in order to seek the views of residents and businesses on the key issues the Stockport Local Plan will need to consider up to 2035. Once in place, the Local Plan will identify future needs for new homes, jobs, community facilities, schools, transport, and public open space, and then put policies and plans in place to meet them. The Local Plan Issues Paper has identified the SEMMMS Refresh as a key document that will inform and guide future transport priorities across Stockport. Following approval by Cabinet on the 18th July, a consultation will be running from the 28th July to 8th October on the Local Plan Issues paper, with views sought on the key transport issues in Stockport and what improvements could be made to address these.
- 3.2 Given progress with the Local Plan and the complementarity between the Local Plan and the SEMMM Strategy, it is felt that it would be appropriate to undertake an integrated public consultation on the two documents in order to ensure that development of the Local Plan is fully aligned with the emerging themes identified in the SEMMMS Issues and Options paper. This will also ensure that residents and businesses in Stockport have the opportunity to feedback views on specific transport issues in the borough, enabling their views to be fed into the wider discussions with SEMMMS partners as the preferred option for the refreshed strategy is developed.

4.0 APPROACH TO CONSULTATION

- 4.1 Subject to approval being granted, it is proposed that an integrated consultation on the Local Plan Issues paper and SEMMMS Issues and Options paper take place. Given that the Local Plan consultation is due to commence on 28th July, this provides a 7 week period of coordinated public consultation between Monday 21st August and Sunday 8th October during which residents and businesses will be invited to provide their views via a questionnaire and engagement events.
- 4.2 As set out in the paper to Cabinet on the 18th July for the Local Plan consultation, a relatively small number of open questions will be used on a variety of formats to enable respondents to share their views without being constrained by the questions. It is hoped that this will improve the number, range and quality of consultation responses received.
- 4.3 The consultation on the SEMMMS Issues and Options paper will take a similar approach and will focus on the following broad question areas in relation to transport:

1. Do you agree these are the key transport challenges in Stockport? Are there any missing?
2. Do you support the overall transport vision and objectives for the SEMMMS area?
3. What are your views on the potential options which have been identified for Stockport?
4. Are there other transport interventions needed in Stockport?

- 4.4 It is also proposed that integrated consultation events will be undertaken alongside the Local Plan, including specific consultation events targeted at the business community, young people, and other hard to reach groups. As set out in the paper to Cabinet

regarding the proposed Local Plan consultation (18th July), the following activities are proposed:

Dates	Engagement Method	Description
August - September	Various events, meetings and presentations	Business networks
		Equality groups
		Town Centre engagement
		Colleges
		Neighbourhood Forums
August – September	Member newsletters	Inclusion in regular Local Plan email newsletter updates
First two weeks in Sept	Area consultation events	Local Plan public events (on Area Committee basis)
20/09/17	Business event	Business breakfast event
w/c 25/09/17	Area Committees	Report updating on the processes plus a call to action asking members to remind residents to participate in the consultation

4.5 The face to face engagement events will be supported by a range of communications activity and contact with community and business networks across the borough to encourage participation in the consultation.

5.0 NEXT STEPS

5.1 Views raised by residents and businesses through the integrated consultation will be shared with SEMMMS partners as part of wider discussions around the potential options for the SEMMMS Refresh.

5.2 In order to progress with the SEMMMS Refresh, the following timeline is proposed:

3rd August 2017	<ul style="list-style-type: none"> Draft Issues and Options paper submitted to Economy and Regeneration Scrutiny Committee for comment
15th August 2017	<ul style="list-style-type: none"> Draft Issues and Options paper submitted to Cabinet and approval requested to commence public consultation
21st August - 8th October 2017	<ul style="list-style-type: none"> Integrated public consultation undertaken with Local Plan Issues Paper
October 2017	<ul style="list-style-type: none"> Views raised in the consultation fed in to wider discussions with SEMMMS partners on transport options for the SEMMMS area.
November 2017 - early 2018	<ul style="list-style-type: none"> Evaluation and appraisal of emerging SEMMMS options undertaken
Early 2018	<ul style="list-style-type: none"> Preferred SEMMM Strategy identified and put forward for public consultation
Spring 2018	<ul style="list-style-type: none"> Final SEMMM Strategy identified and adopted

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Members are requested to comment on the Issues and Options paper and the proposals to undertake a public consultation in parallel with the Local Plan consultation.

BACKGROUND PAPERS

There are none. Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on Tel: 0161-474-4351 or by email on sue.stevenson@stockport.gov.uk

South-East Manchester Multi-Modal (SEMMM) Strategy

Refresh to 2040 – Part 1

Stockport Transport Issues and Options Paper

July 2017



SEMMM Strategy Refresh – Issues and Options Paper

This issues and options paper has been prepared to support the refresh of the SEMMM Strategy and development of the Stockport Local Plan. It presents information from the emerging refresh of the SEMMM Strategy, but with a focus on the Stockport area only.

1. Background

The 2001 South-East Manchester Multi-Modal (SEMMM) Strategy outlined a 20 year transport plan for the South-East Manchester area. Stockport Council, neighbouring authorities and Transport for Greater Manchester (TfGM) along with partners and stakeholders are currently working to refresh and build on the original SEMMM Strategy looking forward to 2040. This issues and options paper has been prepared to support the Stockport Local Plan, and focuses on the Stockport area. The first part outlines the existing and future transport challenges to delivering the growth aspirations aligned to the vision for the SEMMM Strategy area. The second part presents emerging ideas aimed at improving transport provision within the Stockport area.

The 2001 SEMMM Strategy identified a wide range of projects, many of which have, or are in the process of being delivered. Approximately £300 million is being invested in SEMMM Strategy projects including:

- Quality bus corridors;
- Accessibility improvements to bus stops and transport interchanges;
- The provision of yellow buses;
- Pedestrian and cycling improvements including on and off highway facilities; and
- A6 to Manchester Airport Relief Road (A6MARR) scheme including new parallel walking and cycling path – is being delivered and is expected to open in spring 2018;

The projects that have been delivered are currently providing the benefits anticipated and are contributing to the 2001 SEMMM Strategy objectives.

There remain a number of projects from the 2001 SEMMM Strategy Plan which are yet to be delivered and these include;

- The Poynton Relief Road (PRR) scheme planning application was submitted in September 2016 which has been approved. Cheshire East Council is in the process of developing a business case for the scheme which is anticipated to be submitted to the DfT in late 2017.
- A6 to M60 Relief Road is the final component of the original SEMMM Strategy road scheme. Feasibility work and business case development is being progressed for the scheme.
- Three Metrolink extension schemes which would provide tram connections between Stockport, Rose Hill, and Manchester Airport. These schemes are now being considered as part of a tram-train strategy which could provide an alternative means of delivering the same public transport connectivity improvement as the SEMMM Strategy was recommending.
- There are other rail schemes that are currently ongoing; plans for the urban metro are being progressed via Northern Hub, and alternative rail options are also being reviewed in light of High Speed 2 (HS2) and potential Northern Powerhouse Rail (NPR).

As part of the SEMMM Strategy Refresh, these outstanding projects will be reviewed and re-evaluated to determine if they meet the current vision and objectives and therefore should be included in the emerging strategy.

2. Context within which the SEMMM Strategy Refresh is being undertaken

The SEMMM Strategy Refresh is being undertaken in an environment of emerging proposals for local, regional and national growth and development. The Northern Powerhouse initiative is aimed at driving up productivity and output across the north of England. The forward-looking update to the SEMMM Strategy needs to give due consideration to local planning policy, including the evolving work on the Greater Manchester Spatial Framework (GMSF), as well as Local Plans for Stockport, Cheshire East, High Peak and Derbyshire. The emerging GMSF and Local Plans in neighbouring authorities set out growth proposals which will impact the South-East Manchester area and the wider region, and any growth at scale will inevitably impact on the transport network in the area. The SEMMM Strategy Refresh will need to develop in this context, as well as addressing issues and opportunities including:

- poor journey time reliability, in particular on the A34 and A6;
- limited orbital public transport and highway connectivity and capacity, including the linkages between Salford, Trafford, Stockport, Tameside and Oldham;
- balancing traffic demands and ensuring places are safe and attractive environments, for example in Hazel Grove;
- creating modal shift to reduce the impact of transport and encourage healthy lifestyles.
- overcrowding on rail services and the arrival of HS2 / Northern Powerhouse Rail;
- different options for the reform of the bus market in Greater Manchester, including a franchise model and other options to ensure that bus fully achieves its potential;
- increased investment in cycling and walking; and
- expansion of the Metrolink network across Greater Manchester and future rapid transit proposals.

The diagram below illustrates how the SEMMM Strategy Refresh needs to interact and inform a number of ongoing initiatives, all of which have ambitions and goals of boosting economic growth and opportunity.



3. The Existing Situation

Stockport is located on the southern side of the Greater Manchester city region, and benefits from good strategic highway and rail access from the West Coast Main Line, through stations including Stockport station, and the M60 motorway. There are several strategic highway corridors which pass through and across the district linking major destinations, and multiple north-south rail corridors which enable local journeys and offer connectivity to the regional centre. Bus use within Stockport has increased in recent years, in contrast to a declining trend in other areas of Greater Manchester. The A6 quality bus corridor work, delivered as part of the 2001 SEMMM Strategy, complemented with the most frequent single bus service in Greater Manchester (the 192) will have been behind some of this growth.

Within the current transport system, we have identified a number of key issues, which affect people's experiences of travelling and moving about the South-East Manchester area at present.

There are complex travel patterns – many different attractions and movements

The South-East Manchester area is broad and diverse, which means people want to make a complex range of movements. The role of transport is to help facilitate people getting where they want to go. Whilst the regional centre is a key attraction for people living in Stockport and radial journeys north to towards Manchester city centre are high, connectivity to major employment sites at Manchester Airport as well as Trafford Park, Salford Quays and in the future Port Salford is important. Stockport town centre itself is also a major employment, retail and leisure destination.

Census travel to work data also shows strong links between Stockport and Tameside, and with Cheshire East. Residents in neighbouring authorities such as Cheshire East and High Peak are drawn towards central Manchester for employment, with many movements in the Stockport district simply passing through to and from other destinations. The plan overleaf highlights the largest travel to work movements which have an origin or destination in the Stockport district.

The movement of freight is also key, with sites in the Peak District and transpennine trips generating movements that pass through the Stockport district to gain access to the wider highway network.

Working and shopping travel arrangements are also evolving and the way people think about travel needs. There has been behavioural change created from the growth in home delivery services for online shopping, and working arrangements in some sectors providing more flexible ways of working with encouragement for home working.

Over 39,500 people live in Cheshire East, High Peak or Derbyshire Dales, and travel to places of work in the North West

- 26% work in Stockport
- 61% work in other Greater Manchester districts
- 13% make wider journeys

Over 27,500 people live in the North West, but travel to work in Cheshire East, High Peak or Derbyshire Dales

- 35% live in Stockport
- 50% live in other Greater Manchester districts
- 15% make wider journeys

For journeys to/from other Greater Manchester districts and wider journeys, people are likely to be choosing routes which take them through Stockport.

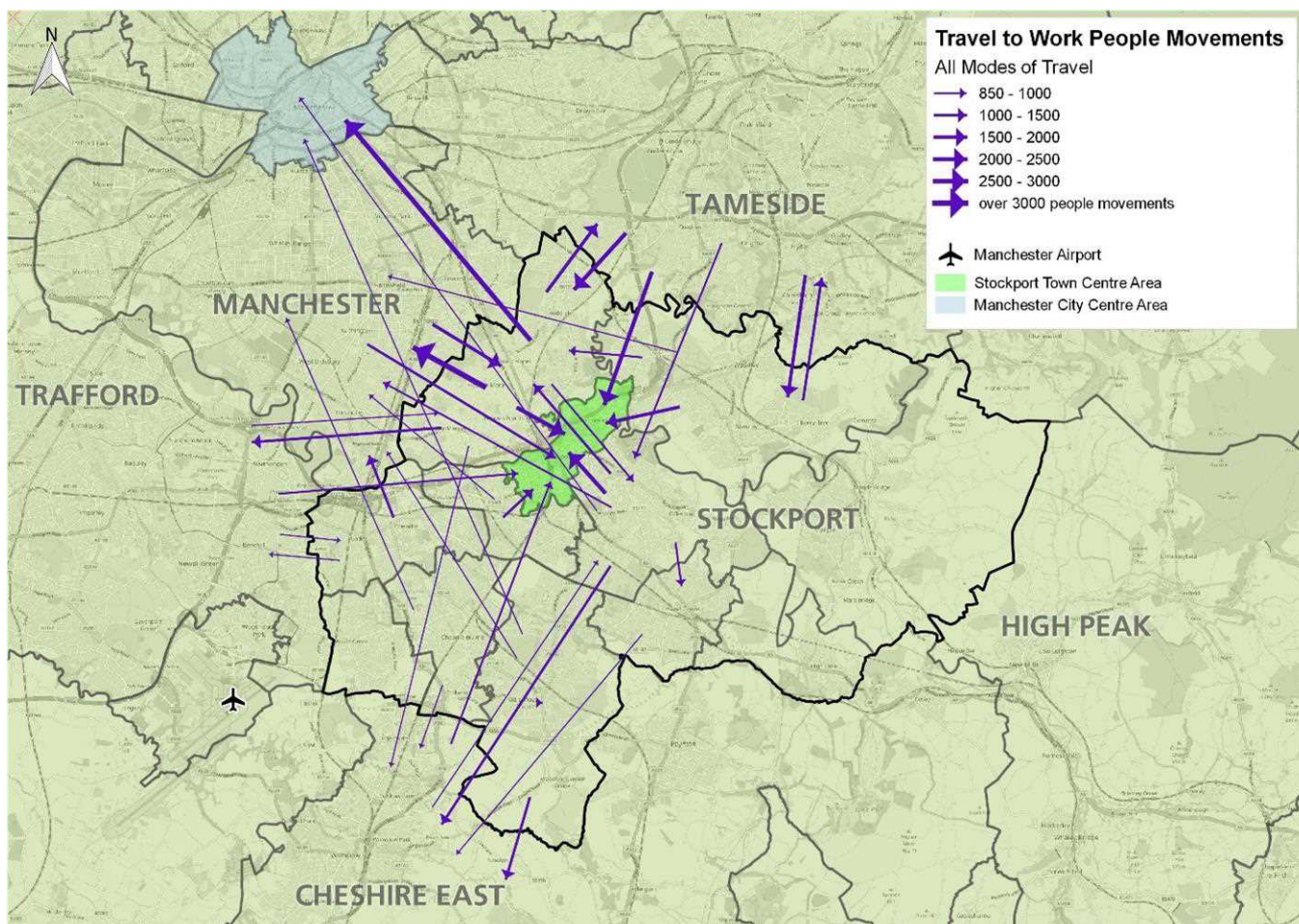
Source: Census 2011 Travel to Work Origin-Destination Movements

Stockport residents work in the following areas:

- Stockport Town Centre – 10%
- Manchester City Centre – 8%
- Manchester Airport – 2%

Source: Census 2011 Travel to Work Origin-Destination Movements

Complex travel patterns mean that the transport system needs to accommodate movements through Stockport as well as within. Addressing this issue would create a more efficient transport network which better connects people and goods with opportunities and markets.



Source: Census 2011 Travel to Work Origin-Destination Movements

The area is diverse – and the transport system needs to provide connectivity which works for everybody.

Whilst the transport system is comprehensive in some areas, some people in the district suffer from poorer connectivity. There are areas of deprivation, where there is more reliance on public transport, as people are less likely to have access to their own vehicle. In Stockport, there is also a growing challenge relating to its ageing population. There is a growing proportion of elderly residents in the district, and many of these residents are less likely to have access to a car, meaning public transport gives them vital access to essential healthcare services.

In the Stockport district

1 in 5 households do not have a car

70% of people travel to work by car

Almost 1 in every 7 people travel by public transport to work

Over one third of people travel less than 5km to work

Source: Census 2011

Poor connectivity limits access to skills and existing/ future markets. Addressing this issue would allow people to take up jobs opportunities, employers to recruit the best workers and businesses to deliver goods efficiently.

There is increasing highway congestion - especially on the main strategic corridors.

Highway congestion and unreliable journey times are a key source of traveller frustration. Whether driving your car, sitting on a bus, or driving a lorry, delays have a severe impact and time wasted whilst queuing has a negative impact on the economy. Journey time reliability on roads and public transport is essential, and congestion adds a cost to business through delayed deliveries, or employees arriving late.

Within Stockport, congestion affects the main corridors including the A34, A6, A560 and A626, as well as the M60, particularly during the busy morning and afternoon peak periods. The opening of the A6MARR in spring 2018 will help address some of the issues by providing a new strategic link and taking traffic off minor roads. Congestion causes motorists to seek alternative routes, and vehicle flows are often high on more minor roads, such as local routes through residential areas, as well as across the strategic roads. The road corridors are critical to the transport system, connecting important local destinations, as well as giving access to the motorway for wider travel. It is also recognised that delays can easily result from unscheduled roadworks and network incidents such as accidents, as well as a lack of capacity. Congestion impacts are worst in areas where the network is less resilient, and disruptive incidents in Stockport or adjacent areas can often result in a significant wide-spread impact.

AM Peak Average Speeds

A34 Northbound
(Handforth to Parrs Wood)
21 mph

A6 Northbound
(High Lane to M60)
13 mph

Source: Trafficmaster data (Nov15 – Oct16)

Congestion has an economic and environmental cost. Addressing this issue would create a more efficient and resilient highway network, which better serves the local community and protects local residents.

A lack of capacity on the railways – overcrowding can put people off

Over the past 10-15 years, there has been a significant upturn in the popularity of rail services. The growth of the regional centre has created many more commuters who choose rail as their preferred travel mode, but growth has also come from more local journeys. Stockport benefits from being a national hub station and has direct services to many major UK cities. This also attracts more rail passengers through the region. The growth in use has resulted to overcrowding on some peak period services, and a lack of capacity to accommodate more users.

Over 4,600 people boarded rail services at stations in the Stockport district each morning (0730-0930)
(Source: TfGM Counts 2015)

Stockport rail station is used by almost 3.6 million passengers boarding or alighting services (Source: ORR 2015/16).

Rail park & ride car parks are all fully utilised

Overcrowding has an economic cost and reduces the attractiveness of the public transport network. Addressing this issue would create a more efficient and attractive public transport network and would encourage more people to leave the car at home.

Public transport should be available and viable to anybody – continual improvement must be delivered

In the main urban area of Greater Manchester, the bus network is expansive, with many services operating across district boundaries, connecting the major Greater Manchester

towns, districts and employment centres. Whilst there are excellent services in some areas (such as the 192 route on the A6), other areas have services which are either infrequent, finish early, or don't run on weekends.

Public transport networks should be available for all, and should be a viable option for journeys people want to make. Whilst many areas are well served, there are also areas which do not have rail or Metrolink connections and must rely only on infrequent buses. Gaps in connectivity reduce people's ability to access jobs or services.

Around 10 million trips on the 192 bus service each year.

92% of Stockport residents live within 400m of a bus stop

38% of Stockport residents live within 800m of a rail station

Almost every bus now operating in Greater Manchester is 'low floor accessible'

It is also recognised that people with impaired mobility, or people travelling with pushchairs, face additional challenges on every journey they make, and the transport system must offer as few barriers to travel as possible, and be safe and secure. There have been significant improvements in step-free access to bus and rail services over the past decade, however, there remains further work to make sure stopping points are easily accessed, and vehicles (buses and trains) are suitable to accommodate all travellers.

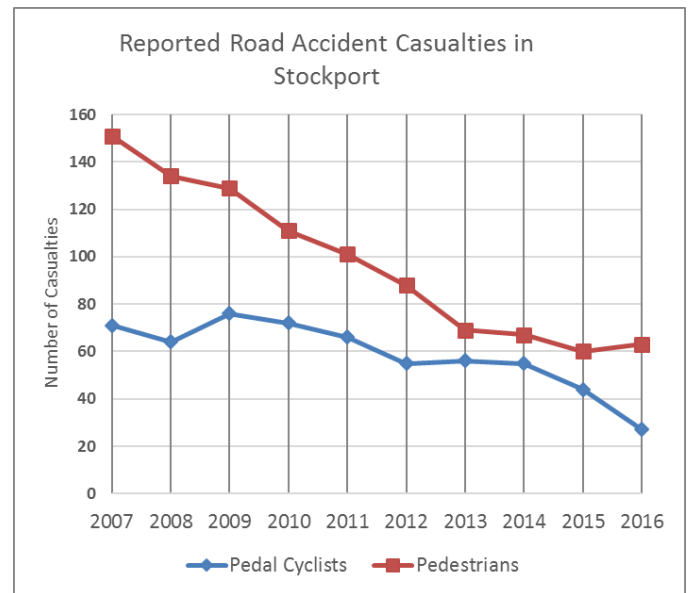
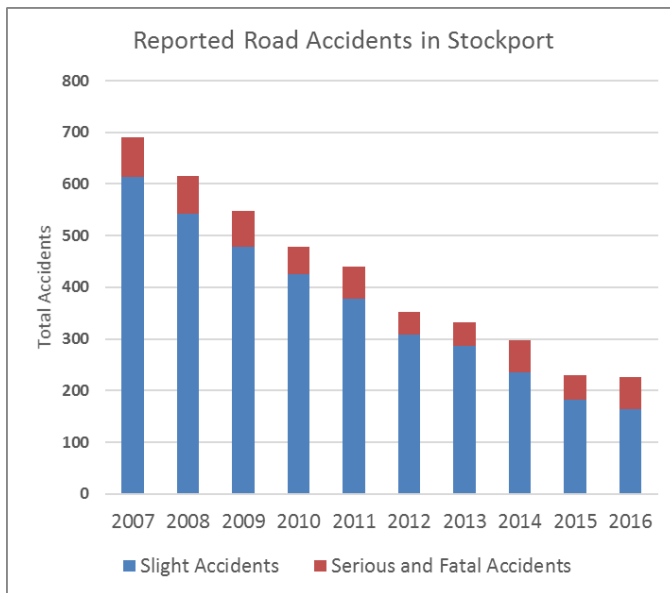
Public transport provision varies between areas with some areas better served than others. Improved public transport accessibility would benefit communities, providing better access to jobs and services.

The transport system is getting safer – but more can be done

Safety is a key pillar in any transport system – to be appealing and attractive, users must feel safe and secure whilst making their journey. Some key statistics:

- The number of reported road accidents on Stockport roads has decreased each year since 1998 – total decrease of over 80% during this time.
- Over the last 10 years (2007-2016), 51 people have been killed in reported road accidents, and 14% of all reported road accidents have resulted in somebody being either killed or seriously injured (KSI).
- In recent years, the number of KSI accidents has been relatively stable, with the number of slight accidents continuing to fall.
- The numbers of pedestrians and cyclists involved in accidents has reduced over the same decade, most significantly in terms of pedestrians.

Whilst trends are positive, with reducing number of accidents and fewer vulnerable users injured in accidents, safety must be continually reviewed and issues addressed where a risk is identified.



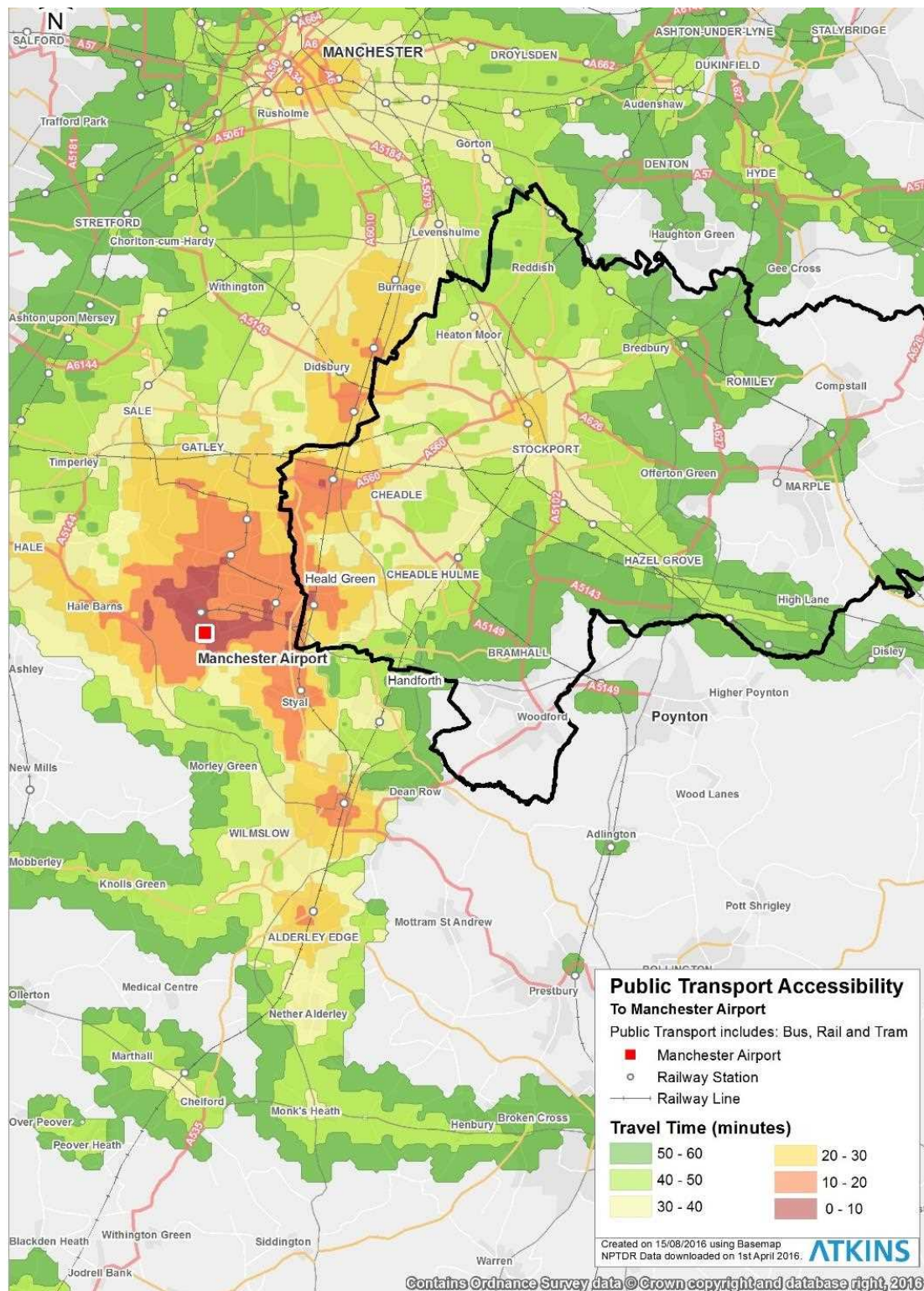
Source: TfGM GMTU Accident Reporting

Whilst the number of accidents on Stockport's roads are reducing, safety is of paramount importance for all road users. Addressing this issue will create a safer and more attractive transport network for the benefit of all.

There are gaps in connectivity – movements which cannot be made directly

Whilst north-south connectivity is provided through the main highway routes and rail lines, east-west orbital connectivity is much more limited. A key component of the original SEMMM Strategy was the A6MARR which will open in spring 2018 and provide a complete A555 route between Hazel Grove and Manchester Airport, offering congestion relief to many local routes. The Airport in particular, has limited public transport connections to its east and south, which is demonstrated in the plan below. Airport transport, including rail connections with local and national service, and access to Metrolink, is predominantly focused on transfer to the regional centre and immediate north, leaving a connectivity gap with areas south of the M60. The refresh of the SEMMM Strategy needs to complement work Manchester Airport is undertaking to help deliver integrated transport solutions, enabling the Airport to accommodate its ambitious growth aspirations, as well as modal share targets.

To the east, Census data shows strong movements between Stockport and Tameside, where again there is a lack of rail or light rail connectivity. Bus services are popular, but are impacted by congestion, resulting in lower use.



Mapped using TRACC, based on April 2016 Bus, Rail and Metrolink Timetables

Poor connectivity limits access to skills and existing/ future markets. Addressing this issue would allow people to take up jobs opportunities, employers to recruit the best workers and businesses to deliver goods efficiently.

There is an increasing need to better connect people to local services

A key function of the transport system is to provide people with the means to access their essential local services. This includes healthcare, education, leisure and retail opportunities. In Stockport this is becoming an increasing challenge, in particular for the bus and rail networks. For many people, the Ring and Ride community transport service has helped fill connectivity gaps, but this is strained, and changes to the way which other services are run can result in people making unfamiliar journeys, such as attending appointments at different health centres. The future of the transport system must ensure that access to local services is at its core, to promote the local communities.

How people access local services varies between different areas. Enhanced accessibility to local services would improve quality of life in communities across Stockport and the wider area.

More can be done to encourage cycling – for shorter and longer journey

In the context of wanting to encourage less car travel and a healthier society, walking and cycling is a natural choice to promote. Active travel offers many benefits, including a reduced reliance on private cars. Data from the Census shows many people travel short distances to their jobs, and similar journeys are also made to local centres and shops. These are the types of journeys where behaviours can be altered. However, to encourage this to happen, it is understood that the facilities need to be in place to make it safe and attractive. More people will cycle if there is a good surface, segregated provision, and lighting to make them feel less vulnerable.

Within the Stockport area, there has been significant investment in cycle infrastructure, including routes giving better access to the Goyt Valley. However, more can be done to bring together existing links to create more continuous networks. In the context of busy, congested highway corridors, it is a natural ambition to ensure that parallel or segregated cycling routes are on offer, which can be faster than travelling along a congested road by car.

2012 Active People Survey identified 21.5% of adults in the Stockport district were classified as obese

University of Glasgow research has indicated cycling to work lowers the risk of dying early by 40 per cent, and reduces the chance of developing cancer by 45 per cent

Increasing active travel for different journey purposes will improve health and quality of life in communities across Stockport and the wider area.

The need to recognise and target the adverse environmental impacts of transport

Local air pollution, carbon emissions and noise all cause significant harm to health and the environment, and transport is acknowledged as a major part of the environmental challenge facing the country. Poor air quality and concentrations of high emissions make places less attractive to be and can impact on the health of local communities.

Greater Manchester has been designated as a single Air Quality Management Area (AQMA) since May 2016

The Greater Manchester Climate Change Strategy, adopted in 2011, contains a target to cut overall emissions by 48% between 1990 and 2020.

Transport can have an environmental and social impact. Addressing this issue will improve the health and quality of life in communities across Stockport and the wider area.

The balance between 'movement and place' functions must be right to support the town and district centres

As well as looking at transport in terms of connectivity, it plays a supporting role in creating places which are appealing to live and work. This requires careful consideration of the balance between attractive places (and the built environment), and movement functions. A busy road through a local centre may be a sign of good access, but will also make it harder for pedestrians to cross the road and move about. On the main strategic corridors, this can mean high frequency bus routes, operating alongside heavy freight movement routes, but passing through a local centre where pedestrians want to cross. Centres also require parking, but this can add to congestion. These challenges face all of the town and district centres in Stockport, including in the town centre and Hazel Grove, where the A6 is a major highway route which splits the town centre and communities. The conflicts can be sensitive to manage. A well-developed centre with a higher quality of public realm is a nicer environment for people to spend time, or visit for shopping, and pedestrian accessibility through and around centres is key.

Traffic can have a detrimental impact on the quality of centres, streets and local communities. Providing a better balance between movement and place will enhance the quality of places within the Stockport area.

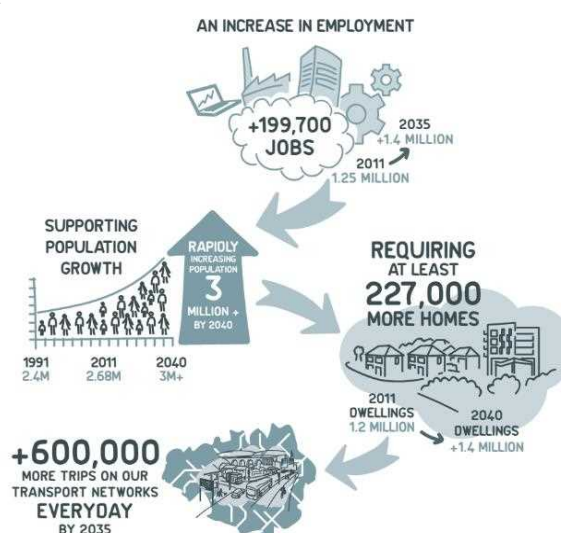
4. How the situation is going to change in the future

Proposals for Growth

The refresh of the SEMMM Strategy is being progressed to meet current network issues, but also to prepare thinking about the major transport investment which will be required to manage the growth planned in neighbouring areas.

As of July 2017, growth plans are at different stages of development across different authorities. High Peak approved their Local Plan in May 2016, whilst Peak District National Park and Cheshire East are both currently in the process of developing new Local Plans. In Cheshire East, the Local Plan has been subjected to independent Examination (completed June 2017) and an updated version is being produced, alongside a report on the adoption of the Local Plan in the near future. There is, therefore, a considerable amount of growth planned for the areas surrounding Stockport, in addition to the emerging proposals being developed for Greater Manchester through the GMSF.

GMSF is a centralised joint plan being led by the Greater Manchester Combined Authority (GMCA) which will manage the supply of land for jobs and new homes across the region.



*Greater Manchester Development Overview –
2040 Strategy, page 4*

A draft GMSF was consulted on in late 2016-early 2017 and is expected to be subject to further consultation later in 2017.

Manchester Airport is also a major centre of growth in Greater Manchester. The Airport was the third largest in the UK for passenger numbers in 2016 and is a key global gateway for the region. The Airport's expansion plans will see the passenger numbers grow from 25 million to 55 million by 2050. The Airport City Enterprise Zone is a major employment site, which will bring together around 5million sqft of offices, hotels, advanced manufacturing, logistics facilities and retail space.

Planned and On-Going Major Transport Investment

There are a number of significant transport investments either planned or in the process of being delivered which will affect the future situation:

- A6 Manchester Airport Relief Road (A6MARR) and Poynton Relief Road
- High Speed 2 – Phase 2b of HS2 will include the branch line to Manchester Piccadilly, passing to the west of Stockport and including a new station at Manchester Airport. Prior to its full build-out, earlier phases of the
- M60 Smart Motorways – The first Highways England Road Investment Strategy included development of Smart Motorway on the M60 passing Stockport (between J24-27 & J1-4).
- Northern Hub / NPR – Major Rail investment across the North of England
- Stockport Interchange – TfGM and Stockport Council are developing plans to regenerate the transport interchange including a new bus station, and new access arrangements which could allow better use of Mersey Square as a public space.
- Stockport Town Centre Access Plan (TCAP) - a package of measures which aims to transform the accessibility and connectivity to and around the town centre. Considering access by all modes of travel, the plan aims to ease congestion for general road traffic, buses and freight, and encourage walking and cycling. The scheme is being delivered in two phases and is scheduled to be completed by March 2020

Future Technologies and Innovation

Whilst we must identify and plan appropriate measures to improve the transport system, it should be recognised that transport provision is changing, with technology directly influencing how people travel. Demand-responsive travel services, like Uber, and public transport timetable information accessed through smart phones are two examples of how technology is changing how people choose to travel.

In looking to the future, the network is likely to see the introduction of some form of connected and autonomous vehicles (CAV), as well as the possible introduction of different type of transport model, such as Mobility as a Service (MaaS). MaaS is an emerging concept in transportation that could see a move away from personally owned modes of transportation, to a service that can be purchased that integrates various forms of transport provision into a single mobility service that is accessible on demand. Stockport Council are involved in a research project, with autonomous vehicles to be tested on public roads between Stockport town centre and Manchester Airport in January 2018, and the Council will continue to work with partners to prepare the transport network for CAV vehicles.

5. Vision and objectives

The refresh of the SEMMM Strategy is tasked with considering the transport issues of today, and the challenges which are likely to arise in the future. A coherent strategy is required to ensure people are able to move freely, giving them the ability to access the places where they want to work, or the places they want to do their shopping, etc.

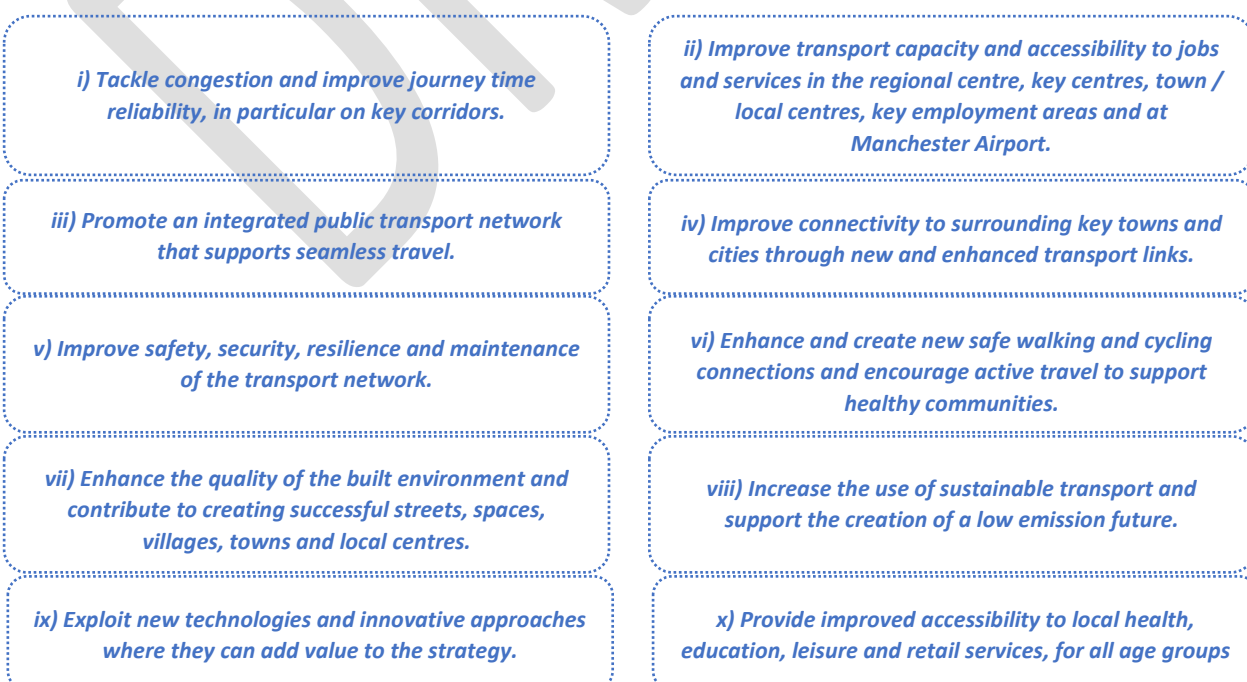
To set a framework for the future, the work to refresh the SEMMM Strategy has defined a vision for the transport network as follows:

"A transport network that supports inclusive sustainable economic growth, improves quality of life and protects the environment."

To realise this vision, there are **3 primary objectives** which the new strategy is seeking to deliver. This vision and these objectives align closely with the visions of TfGM's 2040 Strategy and Cheshire East's LTP.



To offer the best opportunity for the vision and objectives to be achieved, we must look at the problems being faced today and into the foreseeable future, and identify ways of overcoming the transport challenges which may hold us back. Based on the evidence base, **10 enabling objectives** have been set which are principles which can guide the journey towards realising the outcomes from a transport and connectivity perspective.



This draft vision and the draft enabling objectives were developed as part of the preparation of the SEMMM Strategy Refresh evidence base, and agreed as draft following discussion with Stockport Council, Cheshire East Council and TfGM. The enabling objectives offer clarity to inform the measures and interventions which the Strategy should be looking to promote and deliver.

6. Potential options in Stockport

To deliver a transport system which can align to the vision and objectives of the SEMMM Strategy Refresh, co-ordinated planning and investment will be required. The challenges are complex and there is not one single, big fix which can transform the area. The suggested approach is to consider the challenges in a collective way, and look towards multi-modal packages which deliver solutions which complement each other, and create alliances in the transport system where cars, bus, trains, trams, cyclists and walkers integrate seamlessly together.

At present, a broad range of options have been looked at which can help to address some of the transport challenges. These are covered below, showing their alignment to the 10 enabling objectives.

The future priorities for the area could include:

1. Multi-modal improvements on the A34 corridor;
2. Metrolink / Tram-Train services to the airport, Stockport, Marple and Hazel Grove;
3. Increased capacity on the rail network, including a redeveloped Stockport Station;
4. New rail stations at Adswold, Cheadle, Stanley Green and High Lane;
5. Continued development of the strategic and local cycling and walking networks;
6. A6 to M60 Relief Road; and
7. Orbital public transport improvements, including bus priority on the A555.

Enabling Objective	What could this look like in Stockport?
i) Tackle congestion and improve journey time reliability, in particular on key corridors.	<ul style="list-style-type: none"> • Junction improvements and widening on major highway corridors – A34, A560, A555 and A6 in particular to improve journey times • Segregated bus priority on key corridors – e.g. A34 to improve bus options and journey times • New rail stations on key corridors – e.g. Adswold, Cheadle, Stanley Green and High Lane • A6 (Hazel Grove) to M60 (Bredbury) Relief Road to reduce traffic and congestion on other roads • High Lane to Disley A6 Bypass to reduce traffic on the existing A6 • Further measures to encourage bus and rail travel, and cycling, with the aim to have fewer people driving –including more park and ride capacity • Improvements to the M60 and junctions – over and above any proposals for Smart Motorways (including Sharston and Bredbury Park areas)

Enabling Objective	What could this look like in Stockport?
ii) Improve transport capacity and accessibility to jobs and services in the regional centre, key centres, town / local centres, key employment areas and at Manchester Airport.	<ul style="list-style-type: none"> • Additional capacity on regional centre rail services in peak periods – e.g. through platform lengthening at stations such as Middlewood and Woodsmoor • Better public transport options to access employment centres, including Manchester Airport and the Western Gateway area including Port Salford • Electrification of rail lines, such as the Buxton line, to give faster journey times • Improved rail services and stopping patterns such as at Reddish South Station
iii) Promote an integrated public transport network that supports seamless travel.	<ul style="list-style-type: none"> • Better co-ordination of public transport timetables to facilitate interconnection • More opportunities for park and ride to encourage more public transport use • More facilities which enable people to cycle before boarding a public transport service including improved cycle routes and better cycle parking • Supporting the roll out of Smart ticketing
iv) Improve connectivity to surrounding key towns and cities through new and enhanced transport links.	<ul style="list-style-type: none"> • Better orbital public transport connectivity between Port Salford, Manchester Airport, Stockport and Tameside – new tram-train or Metrolink connections, and/or bus priority to support more bus services. • Better public transport links with North Cheshire and Derbyshire • Additional strategic cycle routes and better interconnectivity between existing routes • More capacity on transport connections to the regional centre
v) Improve safety, security, resilience and maintenance of the transport network.	<ul style="list-style-type: none"> • Highway improvement schemes which target accident hotspots to improve safety • More co-ordinated approach to network maintenance
vi) Enhance and create new safe walking and cycling connections and encourage active travel to support healthy communities.	<ul style="list-style-type: none"> • More cycle links, especially segregated routes parallel to major movement corridors to create better connected and more continuous routes • Wider footways, better quality surfaces, new lighting • Facilities which support interchange between bicycle and public transport modes • Travel choices initiatives including cycle hire schemes, and cycle training/maintenance support

Enabling Objective	What could this look like in Stockport?
vii) Enhance the quality of the built environment and contribute to creating successful streets, spaces, villages, towns and local centres.	<ul style="list-style-type: none"> • Town, district and local centre improvements including wider footways, better quality surfaces, new lighting and more public spaces • Continued investment to improve the environment and walking permeability across Stockport town centre, including an improved Stockport Interchange with new bus station and a better walking link between the bus and rail stations • Infrastructure which encourages walking and cycling e.g. in town, district and local centres and close to public transport hubs and schools
viii) Increase the use of sustainable transport and support the creation of a low emission future.	<ul style="list-style-type: none"> • Better bus connectivity, including more frequent services and better timetable coverage through the week • More capacity on rail services • New light rail connections including tram-train services in Stockport – with the potential for new stations such as in Cheadle, Adswold, Stanley Green and High Lane, to give added connectivity • Better facilities and an improved experience when using rail stations, through local improvements (considering possible devolution of powers for rail stations to TfGM) • Targeted investment to resolve the worst air quality hotspots • Travel choices initiatives including car clubs and cycle hire schemes, alongside targeted travel planning programmes (schools, businesses, etc).
ix) Exploit new technologies and innovative approaches where they can add value to the strategy	<ul style="list-style-type: none"> • Developing the infrastructure needed to support Electric Vehicles and Connected Autonomous Vehicles • A future-vision of Mobility as a Service (MaaS)
x) Provide improved accessibility to local health, education, leisure and retail services, for all age groups	<ul style="list-style-type: none"> • Public transport measures to protect and improve local connectivity to essential local services.

7. Funding

There are different sources of funding that will be drawn on to deliver the future interventions that will go into the refreshed SEMMM Strategy. Below is a summary of potential funding sources:

Central Government

There are a number of funding streams available through central government to deliver infrastructure improvements, such as DfT and DCLG grant funding. These include:

- National Productivity Investment Fund - includes an extra £1.1bn for local transport networks (upkeep and enhancement) and £220m for national roads to fund smaller projects that can quickly and directly tackle congestion and improve local productivity.

- DCLG Housing Infrastructure Fund - a £2.3 billion fund that will help to unlock 100,000 new homes in areas of high demand, with local authorities across England able to bid for this fund to help get homes built faster.
- Transport Technology Research Innovation Grant (T-TRIG) competition - provides seed funding to early-stage science, engineering or technology innovations with potential to lead to the development of successful new transport products, processes or services, such as sensors to collect real-time data or solar powered charging solutions for more sustainable travel choices.
- Innovation Challenge Fund and RIS Innovation Fund - helps support the development of new technologies, methods or processes that help to meet DfT policy goals.

Local funding

Local funding sources include those available through the devolution deal and the use of Earn-back and private financial models, such as:

- Local Growth Fund - gives access to funding over and above what Greater Manchester would normally receive from Government, as part of the devolution deal, to support major and minor works transport schemes that deliver the priorities of the LEP, and to supplement investment in walking and cycling (e.g. Cycle City Ambition Grant, Local Sustainable Transport Fund, Access Fund).
- City Deal - includes the principle of an Earn-back model with Government, which builds on the approach of increasing self-sufficiency in delivering infrastructure investment in Greater Manchester.
- Private finance models such as public private partnership (PPP) - can be used to fund projects, where they demonstrate they can provide the best value for money, and are consistent with other policy objectives, affordable and commercially viable.

Developer contributions

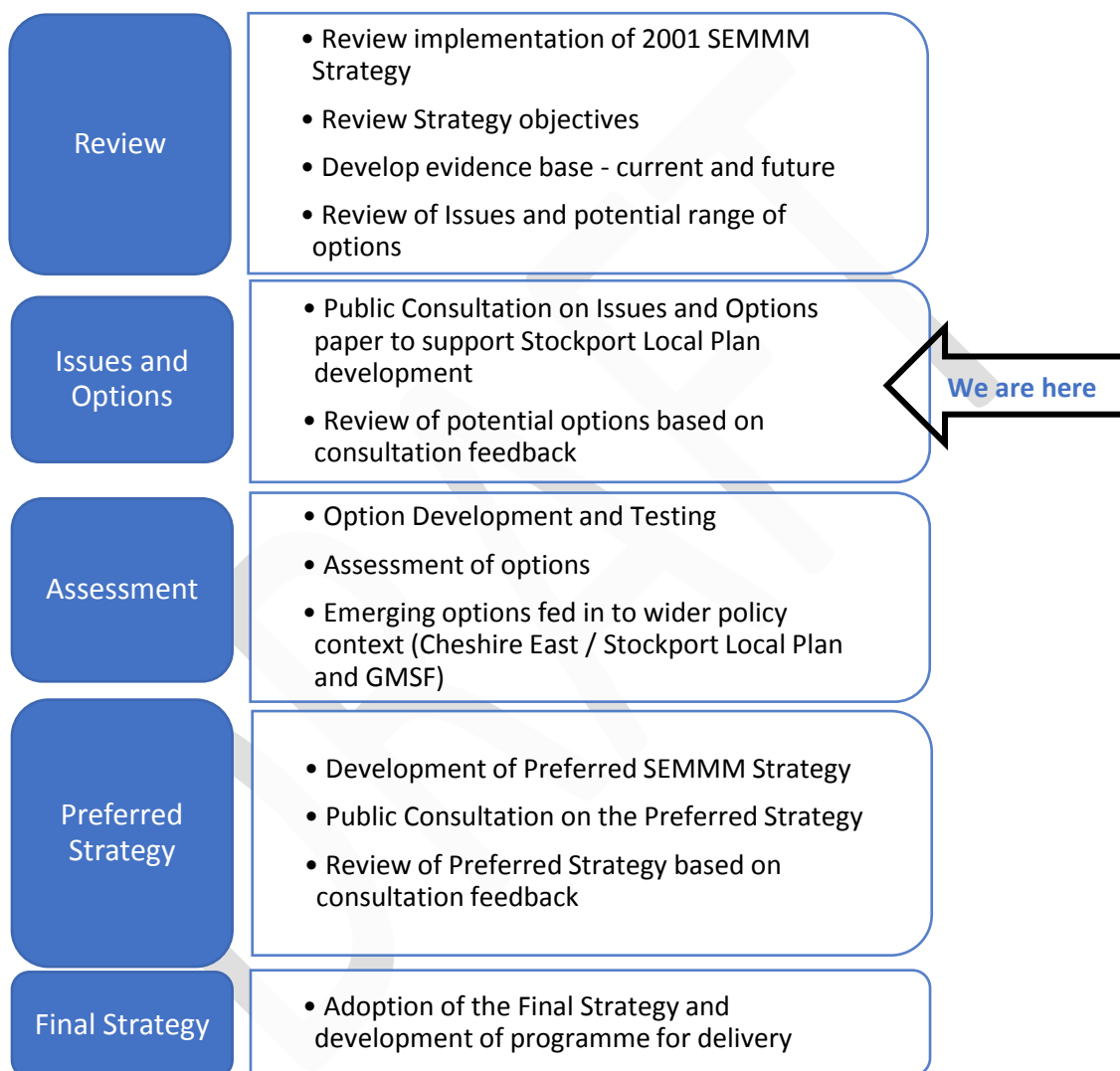
If the private sector stands to financially benefit from transport schemes, scheme promoters will look for them to provide a direct contribution to the capital cost of infrastructure provision. Attracting such funding can enable projects to go ahead or be expedited, and potentially allows them to be delivered to a higher quality and achieve better value for money. Local authorities can also levy charges on development to pay for infrastructure needs. These include:

- Section 106 agreements between the local authority and developers attached to a planning permission, if the infrastructure is required to make a site acceptable in planning terms.
- The Community Infrastructure Levy (CIL) that ensures developers contribute to the cumulative impact on local areas. Stockport Council does not currently have a CIL in place, but is considering developing one in conjunction with the emerging Local Plan.
- Business Rate Supplement, where local authorities can add a supplement to business rates for infrastructure (subject to a local business referendum).

8. Next Steps

The SEMMM Strategy Refresh process is shown in the figure below. Having reviewed the 2001 SEMMM Strategy and agreed the strategy objectives, baseline evidence has been gathered and the potential range of future impacts identified. The study is now at the stage of defining the issues and identify a broad range of options and that is the subject of this public consultation in Stockport. The public consultation will seek views on the issues effecting Stockport and the nature of options to tackle these issues.

SEMMM Strategy Refresh Process Key Stages



Based on the outcome of this public consultation the next steps will be to;

- Develop and test detailed options targeted at addressing the issues;
- Assess the performance of the options against the 9 enabling objectives;
- Draw together the options and interventions which best address the strategy objectives to comprise the Preferred Strategy;
- Preferred strategy public consultation to inform and receive feedback; and
- Identify the funding mechanisms and establish the programme for the delivery of the SEMMM Strategy interventions.

DRAFT

Agenda Item 7.

ECONOMY AND REGENERATION
SCRUTINY COMMITTEE

3 AUGUST 2017

APPLICATIONS TO ESTABLISH HIGH LANE VILLAGE NEIGHBOURHOOD AREA AND HIGH LANE VILLAGE NEIGHBOURHOOD FORUM

Report of the Corporate Director for Place Management and Regeneration

1. MATTER FOR CONSIDERATION

- 1.1 On June 9th 2017 applications were submitted seeking to establish the High Lane Village Neighbourhood Forum and High Lane Village Neighbourhood Area under the provisions of The Localism Act 2011. The purpose of this report is to inform members of the details of the applications and to seek the Council's determination of those applications.
- 1.2 This report is being written prior to the consultation expiry date of July 28th 2017, this is due to the close timings of the reporting deadlines in order for a decision to be made within the 13 week statutory deadline. The report as written is the position at the time of writing. If necessary a supplementary report will be provided to Scrutiny, reporting any relevant changes and information.

2. BACKGROUND AND LEGAL ADVICE

- 2.1 Established by the Localism Act 2011, Neighbourhood Planning provides a statutory right for local people and businesses to plan for the future of their area. It is designed to enable local people and communities to influence how development will occur locally, through preparation and adoption of Neighbourhood Plans and/or Neighbourhood Development Orders.
- 2.2 A Neighbourhood Plan would form part of the statutory development plan and would fall to be considered alongside other Development Plan Documents (such as the Local Plan) in the determination of planning applications within the area. Paragraph 184 of the National Planning Policy Framework (NPPF) is clear that a Neighbourhood Plan must be in general conformity with the strategic policies of the borough-wide development plan and should reflect and positively support them; Neighbourhood Plans should not promote less development than set out in the borough-wide development plan or undermine its strategic policies.
- 2.3 Neighbourhood Development Orders grant planning permission for specified forms of development within a designated Neighbourhood Area. They could be used, for example, for certain types of household extensions, shop fronts, or community energy proposals. Where one is in place there would be no need to seek planning permission for the forms of development specified within the order.
- 2.4 To take advantage of Neighbourhood Planning powers in non-parished areas it is necessary to formally establish a Neighbourhood Area within which the powers apply and a Neighbourhood Forum (no more than one per Neighbourhood Area) which is

empowered to undertake Neighbourhood Planning activities. It is the responsibility of the Council to determine applications which seek to establish Neighbourhood Areas or Forums.

3. DETERMINATION OF A NEIGHBOURHOOD FORUM APPLICATION

- 3.1 Those making a forum application must show how they have sought to comply with the conditions for neighbourhood forum designation. These are set out in section 61F(5) of the Town and Country Planning Act 1990. Section 61F(5) of the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) sets out that:

“A local planning authority may designate an organisation or body as a neighbourhood forum if the authority are satisfied that it meets the following conditions—

- (a) it is established for the express purpose of promoting or improving the social, economic and environmental wellbeing of an area that consists of or includes the neighbourhood area concerned (whether or not it is also established for the express purpose of promoting the carrying on of trades, professions or other businesses in such an area),
- (b) its membership is open to—
 - (i) individuals who live in the neighbourhood area concerned,
 - (ii) individuals who work there (whether for businesses carried on there or otherwise), and
 - (iii) individuals who are elected members of a county council, district council or London borough council any of whose area falls within the neighbourhood area concerned,
- (c) its membership includes a minimum of 21 individuals each of whom—
 - (i) lives in the neighbourhood area concerned,
 - (ii) works there (whether for a business carried on there or otherwise), or
 - (iii) is an elected member of a county council, district council or London borough council any of whose area falls within the neighbourhood area concerned,
- (d) it has a written constitution, and
- (e) such other conditions as may be prescribed.”

- 3.2 More specifically, section 61F(7)(a) sets out that:

“A local planning authority—

- (a) must, in determining under subsection (5) whether to designate an organisation or body as a neighbourhood forum for a neighbourhood area, have regard to the desirability of designating an organisation or body—
 - (i) which has secured (or taken reasonable steps to attempt to secure) that its membership includes at least one individual falling within each of subparagraphs (i) to (iii) of subsection (5)(b),
 - (ii) whose membership is drawn from different places in the neighbourhood area concerned and from different sections of the community in that area, and
 - (iii) whose purpose reflects (in general terms) the character of that area,”

- 3.3 A number of alterations were made to the application documents following initial discussions between the Council and High Lane Village representatives. This resulted in an amended constitution being proposed which, along with the other amended application documents, is considered to be acceptable to show that the Neighbourhood Forum would meet the various requirements of section 61F subsections (5) and (7)(a).

- 3.4 In accordance with regulation 6 the application was publicised through a press notice and a period of 6 weeks (from 16/06/2017 to 28/07/2017) was allowed during which representations regarding the proposed Neighbourhood Area were invited.
- 3.5 A local planning authority must take a decision on an application to designate a neighbourhood forum within 13 weeks, after the application is publicised provided there is no other neighbourhood forum application already under consideration for all or part of the area. This time period is prescribed in the Neighbourhood Planning (General) and Development Management Procedure (Amendment) Regulations 2016. It follows that the application must be determined at the Council meeting on 14/09/2017.
- 3.6 If the Council on 14th September 2017 resolves to determine the application positively (i.e. to establish the proposed forum) the High Lane Village Neighbourhood Forum would be established for a period of 5 years (under section 61F(8)(a)). Section 61F(9) makes provision for the designation to be withdrawn at an earlier point if, put simply, it is no longer meeting any conditions established at the time of its designation; this might, for example, come about if the forum were failing to adhere to its own constitution or otherwise failing to meet the requirements of section 61F(5).

4. APPLICATION SEEKING DESIGNATION OF HIGH LANE VILLAGE NEIGHBOURHOOD AREA

- 4.1 The Neighbourhood Planning (General) Regulations 2012 as amended by the Neighbourhood Planning (General) (Amendment) Regulations 2015 require that:

5.—(1) Where a relevant body submits an area application to the local planning authority it must include—

- (a) a map which identifies the area to which the area application relates;
- (b) a statement explaining why this area is considered appropriate to be designated as a neighbourhood area; and
- (c) a statement that the organisation or body making the area application is a relevant body for the purposes of section 61G of the 1990 Act.

(2) A local planning authority may decline to consider an area application if the relevant body has already made an area application and a decision has not yet been made on that application.

- 4.2 Section 61G(2) of the Town and Country Planning Act 1990 (as amended by Localism Act 2011) sets out that a “relevant body” means a parish council or an organisation or body which is, or is capable of being, designated as a neighbourhood forum.
- 4.3 The proposed High Lane Village Neighbourhood Forum have submitted a number of documents as part of their application which seek to fulfil the regulatory requirements and which are set out as Appendices A and B to this report, these include;
- Justification that the applicant is the relevant body for making an area application

- Map identifying boundary to which the application relates
- Description of plan boundary

4.4 Revisions were made to the application documents in advance of their being published for consultation.

5. Determination of a Neighbourhood Area application

5.1 The Neighbourhood Planning (General) Regulations 2012 as amended by the Neighbourhood Planning (General) (Amendment) Regulations 2015 require that:

6. As soon as possible after receiving an area application from a relevant body, a local planning authority must publicise the following on their website and in such other manner as they consider is likely to bring the area application to the attention of people who live, work or carry on business in the area to which the area application relates—

- (a) a copy of the area application;
- (b) details of how to make representations; and
- (c) the date by which those representations must be received, being—
 - (i) in the case of an application to which paragraph (2)(b) of regulation 6A applies, not less than four weeks from the date on which the area application is first publicised;
 - (ii) in all other cases, not less than six weeks from the date on which the area application is first publicised.

Prescribed date for determination of an area application

6A.—(1) Where a local planning authority receive an area application from a relevant body the authority must determine the application by the date prescribed in paragraph (2).

(2) The date prescribed in this paragraph is—

- (a) in a case where the area to which the application relates falls within the areas of two or more local planning authorities, the date 20 weeks from the date immediately following that on which the application is first publicised;
- (b) in other cases, where the relevant body is a parish council and the area to which the application relates is the whole of the area of the parish council, the date eight weeks from the date immediately following that on which the application is first publicised;
- (c) in all other cases, the date 13 weeks from the date immediately following that on which the application is first publicised.

5.2 It should be noted that in non-parished areas and for Neighbourhood Area applications that do not cross Local Planning Authority (LPA) boundaries the relevant sub-clauses above are 6(c)(ii) and 6A(2)(c). Sub-clauses 6(c)(i), 6A(2)(a) and 6A(2)(b) are not relevant to this application.

5.3 In accordance with regulation 6, the application was publicised through a press notice and a period of 6 weeks (from 16/06/2017 to 28/07/2017) was allowed during which representations regarding the proposed Neighbourhood Area were invited. Regulation 6A(2)(c) requires the Council, as LPA, to determine the application no more than 13 weeks after the application is publicised; it follows that the application must be determined at the Council meeting on 14/09/2017. The relevant legislation requires that a LPA must designate a Neighbourhood Area if it receives a valid application and

some or all of the area has not yet been designated. If these time limits are not met, the local planning authority must designate all of the area applied for.

- 5.4 The LPA should take into account the relevant body's statement, submitted under regulation 5(1)(b), explaining why the area applied for is considered appropriate to be designated as such (see Appendix A doc. 2).
- 5.5 The LPA should aim to designate the area applied for. However, a LPA can refuse to designate the area applied for if it considers the area is not appropriate. Where it does so, the LPA must give reasons. The authority must use its powers of designation to ensure that some or all of the area applied for forms part of one or more designated neighbourhood areas.
- 5.6 When a Neighbourhood Area is designated a LPA should avoid pre-judging the content of a subsequent Neighbourhood Plan or Neighbourhood Development Order.
- 5.7 Additionally the LPA should have regard to any representations made during the 6 week period specified under regulation 6(c)(2). At this stage during the consultation process application, one such representation has been received. However, the consultation is ongoing at the time of writing. An update is awaited through Economy and Regeneration Scrutiny Committee on 3rd August via a follow on report.
- 5.8 Planning Practice Guidance (paragraph 033, reference ID 41-033-20140306) provides some guidance on deciding the boundaries of a Neighbourhood Area.

The following could be considerations when deciding the boundaries of a neighbourhood area:

- village or settlement boundaries, which could reflect areas of planned expansion
- the catchment area for walking to local services such as shops, primary schools, doctors' surgery, parks or other facilities
- the area where formal or informal networks of community based groups operate
- the physical appearance or characteristics of the neighbourhood, for example buildings may be of a consistent scale or style
- whether the area forms all or part of a coherent estate either for businesses or residents
- whether the area is wholly or predominantly a business area
- whether infrastructure or physical features define a natural boundary, for example a major road or railway line or waterway
- the natural setting or features in an area
- size of the population (living and working) in the area

Electoral ward boundaries can be a useful starting point for discussions on the appropriate size of a neighbourhood area; these have an average population of about 5,500 residents.'

5.9 Boundary of the proposed High Lane Village Neighbourhood Area.

The proposed High Lane Village Neighbourhood Area falls within the ward of Marple South. The proposed area also abuts the wards of Hazel Grove, Offerton and Marple North. It is considered that the proposed High Lane Village Neighbourhood Area, as

shown in Appendix B extends beyond what would be considered as the traditional village settlement for High Lane. However, this factor should be weighed against the guidance provided by National Planning Guidance. The boundary follows the Marple South ward boundary, which was a starting point for the establishing the boundary. The boundary to the North follows that of the already approved Marple Neighbourhood Forum Area, and does not overlap with it. This will enable High Lane Village to work closely and effectively with a key Partner of the forum for the benefit of both communities, as intended under the Localism Act. The matter is however in the discretion of the Council and the discretion is a broad one. In reaching its decision the Council has to have regard to all consultation responses. At this stage in the consultation process, one representation has been made. However, the consultation is ongoing at the time of writing. An update is awaited through Economy and Regeneration Scrutiny Committee on 3rd August via a follow on report.

6 Conclusion

- 6.1 The Council has undertaken the necessary publicity on the proposed Neighbourhood Forum. The proposals, as submitted, meet the legislative requirements, particularly the conditions contained in section 61 E(5) of the 1990 Act.

7 Recommendation

- 7.1 The Scrutiny Committee is invited to comment on the report.

BACKGROUND PAPERS

- **Appendix A** – Applications to Establish High Lane Village Neighbourhood Forum and Neighbourhood Area.
- **Appendix B** – Plan showing area recommended to be designated as the High Lane Village Neighbourhood area, with Plan Boundary Statement
- **Appendix C** – High Lane Village Neighbourhood Forum Constitution

Anyone wishing to inspect the above background papers or requiring further information should contact Zoe Senior (Senior Officer – Technical, Policy and Planning) on telephone number 0161 218 1517 or alternatively email zoe.senior@stockport.gov.uk.

HIGH LANE VILLAGE NEIGHBOURHOOD AREA APPLICATION

Town and Country Planning Act 1990 Section 61 F & G Localism Act 2011 The Neighbourhood Planning (General) Regulations 2012

Statement that the applicant fulfils the conditions of being a 'relevant body'

—

Regulation 5. (1) (c)

The application for the High Lane Village Neighbourhood Area is being made by the proposed High Lane Village Neighbourhood Forum, which fulfils the conditions of being a 'relevant body' for the following reasons:

a) Our constitution clearly defines our overall objectives, of seeking establishment for the express purpose of improving the Area as outlined, known as High Lane, for the benefit of the inhabitants of the Area, by promoting and improving the social, economic and all aspects of the environmental well-being of the Area. In addition we will be protecting and enhancing the Area's architectural heritage, its physical and environmental character, the natural environment including all community resources, open spaces, local businesses and the use of land for public purposes.

We would further add that the High lane Neighbourhood Forum Constitution, which is submitted with this application, further defines and numerates specific objects relating to the overall purpose and principles of the Forum. The High Lane Village Neighbourhood Forum has the support of the High lane Residents association and share several members with this important community group.

Section 61F (authorisation to act in relation to Neighbourhood Areas) enables a local planning authority to designate an organisation or body as a neighbourhood forum if the following conditions are satisfied:

1. That is established for the express purpose of promoting or improving the the social, economic and environmental well-being of an area that consists of or includes the neighbourhood area concerned (whether or not it is also established for the express purpose of promoting the carrying on of trades professions or other businesses in such an area); and
2. That its membership is open to:
 - (i) individuals who live in the neighbourhood concerned;
 - (ii) individuals who work there (whether for business carried on there or otherwise), and;
 - (iii) individuals who are elected members of a county council, district council or London borough council any of whose area falls within the neighbourhood area concerned
3. That its membership includes a minimum of 21 individuals each of whom;
 - (i) lives in the neighbourhood concerned
 - (ii) works there (whether for business carried on there or otherwise), or
 - (iii) is an elected member of a county council, district council or London borough council, any of whose area falls within the neighbourhood area concerned
4. It has a written constitution; and
5. such other conditions as may be prescribed

The proposed Neighbourhood Forum may currently be contacted through the Chair of the High lane Neighbourhood Forum, Richard Jones at the email address:
jones@richardelaine.plus.com

Application to Stockport MBC for Registration of a Neighbourhood Forum

Name of Proposed Area: High Lane Village Neighbourhood Area

That Part of High Lane in the Borough of Stockport as shown on the area map provided at Annex A to scale 1:25,000 and described in the Plan Boundary Statement.

The High lane Village Neighbourhood forum is therefore making this application and states that it is the relevant body to submit the area application for the purposes of section 61G of the Town and Country Planning Act 1990 based on the information in this application.

Proposed Name: High Lane Village Neighbourhood Forum

Constitution: As attached

Contacts: Chairman: Richard Jones
80 Cromley Road, High Lane, Stockport SK6 8BU
jones@richardelaine.plus.com

Secretary: Claire Porterfield
'Deva' Buxton Road, High Lane, Stockport SK6 8AY
c.pfield@btinternet.com

Statement:

The High Lane Village area does not have a Parish or Town Council. A provisional Neighbourhood Forum has, therefore been formed to lead and co-ordinate the plan-making process. Prior to the establishment of the provisional Forum on 28th February 2017 , the process of publicity about and consultation on the need for such a Forum was led by the Save Stockport Greenbelt (SSG). This was in two parts;

- On 11th January 2017 a "pathfinder meeting" was held at Windlehurst Church hall after the distribution of around 200 leaflets in High Lane area. There was a presentation on Neighbourhood Plans by Gillian Postill of Marple Civic Society.
- This led to the holding of a follow up open meeting on 28th February 2017, with direct e-mail to the pathfinder attendees, announcements on social media and via the High Lane Residents' Association. This meeting outlined the needs and benefits of a Neighbourhood forum, reviewed the initial HLV Area map proposal and found no objections or changes.

Following the open meeting which 25 people attended. A presentation on the planning process and benefits of a forum were made by Richard Jones as Interim Chair. It was

stated clearly the High Lane Village Neighbourhood Forum would be wholly independent of any other organisation including the SSG and the Residents Association.

There were subsequent regular meetings in March, April and May of 2017 to arrange an open meeting on Friday 26 and Saturday 27th May 2017 at High Lane Village Hall .The flyer for the meeting had an A4 version of the Area map in colour on one side and 1,800 were distributed to houses and businesses in the proposed Area.

The aim of the Consultation Event was:

- To explain the council led planning system
- To explain a community led Neighbourhood Plan
- To outline the process of Neighbourhood Planning
- To ascertain local support for the development of a Neighbourhood Plan

In all over 200 people participated in one or more of the meetings and the open days. They were given the opportunity to complete a questionnaire which asked whether they supported the establishment of a Neighbourhood Forum and whether they wished to be involved. 103 questionnaires were completed with a 100 **responses** in favour, none against and 3 asking for more information. The majority wanted to play a part or to be kept informed and the next section itemises this in more detail following further work.

Forum Membership

Currently 56 people have committed themselves to being Members of the Forum. A list is attached (Appendix D) which includes one local **Councillor**, as required. It will be noted that no Members live outside the Area, but it includes several who work in community services and self employed businesses. There are also representatives of local community groups including the Residents Association, the U3A, and High Lane Cricket Club.

. The 56 members are fairly evenly distributed throughout the Area. The list also identifies the 12/18 members who form the initial Management Committee.

Partners

Local groups and societies have been invited to become Partners because of their knowledge or an interest in matters that are likely to be relevant to a Neighbourhood Plan. To date 7 such Groups have asked to be Partners and a list is attached. About another 10 Groups have been contacted but have not yet responded. Work to follow this up will be undertaken over the next few weeks.

Interested Individuals (contacts)

In addition to the above, over 40 people have indicated that they would like to be kept in touch with progress. They will all be invited to Open Meetings, sent minutes of meetings and be sent Newsletters. A data base will be maintained, and protected.

General Comment about Membership

At present the Management Committee does not know enough about the above individuals and groups to be able to say for sure how representative of the area they are other than that they are distributed across four postcode sectors in the Area. The Management Committee is committed to exploring this further and to seeking to ensure that representation on the Forum and amongst interested individuals and groups is as diverse and as representative of the area community as possible. We will have a website in place by the end of September 2017 and will be exploring other ways to circulate information and encourage participation. We will also be **registering** our Forum with www.ourneighbourhoodplanning.org.uk

Purpose and Aims of the proposed Forum

These are set out in detail in paragraphs 4 and 5 of the attached Constitution. Most particularly they are to:

- Prepare a Neighbourhood Plan, in partnership with Stockport Council and other local stakeholders.
- Promote and improve the social, economic and all relevant aspects of the environmental well-being of the Area.

Application

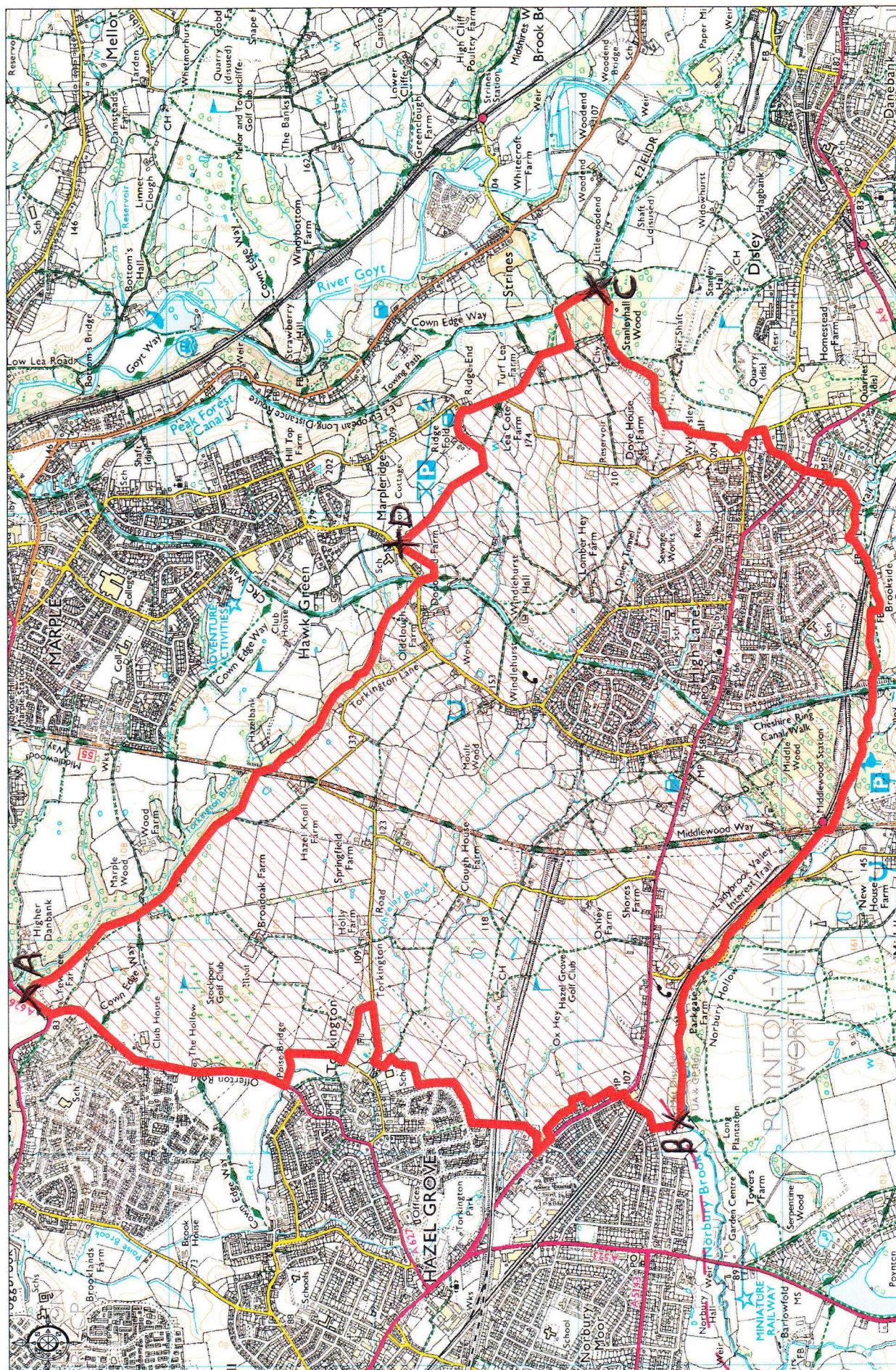
Attached to this application are:

- A Constitution
- A map of the agreed area
- A statement of the Area and boundary
- A list of members of the provisional Forum
- A list of Affiliated Groups and Societies (to date)

The Management Committee of the provisional **High Lane** Neighbourhood Forum makes this formal application for approval to Stockport MBC in accordance with the provisions of the Neighbourhood Planning (General) Regulations (8) 2012.

Richard Jones on behalf of the Management Committee
9th June 2017

Annex A - High Lane Village Neighbourhood Area



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High Lane Village Neighbourhood Plan

HIGH LANE VILLAGE NEIGHBOURHOOD AREA

Plan Boundary Statement

The High Lane Village Neighbourhood Forum is making this area application and is a relevant body for making the Area Application for the purpose of the following: Town and Country Planning Act 1990 Section 61 F & G, Localism Act 2011 and The Neighbourhood Planning (General) Regulations 2012.

The High Lane Village Neighbourhood Forum state that the area described below and shown outlined red on the Area map are considered appropriate to be designated as a Neighbourhood area for the following reasons:

- a. The boundary predominantly follows the electoral boundary for High Lane and is aligned to the local councillors who support this forum application. It will also be consistent with the people who live in the community and vote for those councillors. To exclude any small parts to the West, South or East of the main village would potentially leave those areas un-represented in the subsequent Neighbourhood plan.
- b. The boundary to the North follows that of the already approved Marple Neighbourhood Forum Area, and does not overlap with it. This will enable High Lane Village to work closely and effectively with a key Partner of the forum for the benefit of both communities, as intended under the Localism Act.
- c. The Area Map has been circulated to over 2,000 homes in the community across the whole area and there have been no objections received or requests to amend or exclude any part proposed. As such it has the approval of the community.

Description of Plan Boundary

Section A - B Stockport Road to Old Mill Lane (Marple Area Constituency Boundary)

The Boundary starts in the North West corner and runs from Stockport road to west of the junction with Dooley lane (A626 and A627). It heads south along the Marple Area Constituency boundary along Offerton Road to Poise Bridge then follows the brook to Torkington Lane then past Torkington Primary school. It follows the East side of Torkington, crosses the Railway at Occupies Lane and then the A6 onto Old Mill Lane and Norbury Brook.

Section B to C Old Mill Lane to Peak Forest Canal

Boundary follows Norbury brook East along the south side of the Area following the Metropolitan District Boundary. It runs under the Macclesfield Canal then crosses the railway at Brookside farm. It continues around the south East edge of High Lane Village, before crossing Legh Road, Park Road and the A6 at the Disley Boundary East of Dartnall Close. It heads North East across Jacksons Edge Road East of Wybersley Road. It passes around the north of Disley Golf Club to the Peak Forest Canal.

Section C to D Peak Forest Canal to Victoria Cottage

Boundary follows the Peak Forest Canal north then East on the Turf Lea Road onto Ridge end fold then north on the lane to Victoria Cottage.

Section D to A Victoria Cottage to Stockport Road (Marple Neighbourhood Plan Boundary)

Boundary loops south to Broadhurst's Bridge crossing the Macclesfield Canal. It then goes through Oldclough Farm following the Torkington Brook north west to the A626, rejoining start Point A

END

HIGH LANE VILLAGE NEIGHBOURHOOD FORUM CONSTITUTION

NAME AND AREA

1. The name of the group shall be the High Lane Village Neighbourhood Forum hereinafter referred to as the “Forum”.
2. The Forum is a relevant body as defined in Section 61G of the Town and Country Planning Act 1990 as amended by the Localism Act 2011.
3. The Area covered by the Forum shall be as shown in the map at Annex A. The Area may be changed by the Forum Management Committee as it considers necessary subject to the approval of Stockport Metropolitan Borough Council (“the Council”).

PURPOSE

4. The primary Purposes of the Forum are:
 - Preparing a Neighbourhood Plan, in partnership with the Council and other local stakeholders.
 - Promoting and improving the social, economic and all aspects of the environmental well-being of the Area.
5. In undertaking its Primary Purposes the Forum will seek to address the following and any other relevant matters that come to its attention:
 - Protecting and enhancing the Area’s architectural heritage, its physical and environmental character, the natural environment including all community resources, open spaces, local businesses and the use of land for public purposes.
 - Encouraging the Members to participate fully in the activities of the Forum for the promotion and improvement of the Area.
 - Exercising powers which attach to the Forum such as Neighbourhood Development Orders, Community Right to Build Orders and the identification of Assets of Community Value.
 - Providing a open forum for the discussion of issues such as land use and transport planning, local public services, local business, community facilities and open spaces.
 - Considering proposals by public, private or third sector bodies likely to have an impact on the social, economic and environmental well-being of the Area.

PRINCIPLES

6. The following principles will inform the steps which the Forum will take towards the achievement of the above PURPOSE:
 - To act on the basis of equality and an acceptance of diversity and respect towards all persons irrespective of gender, sexual orientation, age, ethnicity, religious beliefs, physical or mental impairment, or any other attribute which may cause discrimination to arise.

- Proactively to ensure that the Forum is as representative as possible of the population of the Area.
- To take into account the impacts of climate change, its mitigation and adaption, and the need for the sustainable use of resources.
- To support efforts to prevent and reduce crime.
- To ensure that action is taken in accordance with the Health and Safety Legislation, guidance and the principles that underpin it.
- To work with other Neighbourhood Forums that adjoin the boundary of the Area.

NEIGHBOURHOOD DEVELOPMENT PLAN

7. The High Lane Neighbourhood Development Plan will set out the Forum's policies for the development and use of land within the Area including, where appropriate, conservation of the built and natural environment.
8. The Plan will be subject to extensive consultation including the holding of a referendum within the Area.

MEMBERSHIP OF THE FORUM

9. Membership of the Forum will be drawn, as far as is possible, from as wide a range of individuals and organisations as possible and will be open to:
 - Residents living in the Area.
 - Individuals who work in the Area (whether for business or on a regular voluntary basis).
 - Ward Councillors who represent the Area and the Constituency Member of Parliament.
 - Representatives of local resident associations, business forums, Churches, Schools, Charities and other similar groups or organisations as approved by the Management Committee or at an Annual or Extraordinary General Meeting. Such representatives will be Partner non-voting members of the Forum.
 - Members of the Forum may resign their membership by writing to the Secretary.
10. The Forum shall have a minimum of 21 members before any decision on neighbourhood planning may be imposed or implemented. Members may join at an Annual General Meeting or by writing to the Secretary.
11. The Management Committee will maintain up to date lists of Members and Affiliated Members.

MANAGEMENT COMMITTEE

12. The Forum shall be administered by a Management Committee of no less than ten and no more than eighteen people all of whom will be members of the Forum.
13. The Management Committee shall initially be selected from the founding members of the Forum and thereafter shall be elected annually at the Annual General Meeting. Members of the Management Committee may be re-elected annually.

14. The Forum shall elect a Chairperson, Treasurer and Secretary, and any other officers it deems necessary, annually from those persons who have been elected to the Management Committee. Where appropriate deputies may be elected as well.
15. Nominations for membership of the Management Committee must be received on the appropriate nomination paper at least 10 days prior to the Annual General Meeting.

POWERS OF THE MANAGEMENT COMMITTEE

16. To promote sustainable development, environmental improvement and conservation by educating, encouraging and assisting the local population to formulate their views.
17. To promote the health and social, economic and environmental well-being of the local population.
18. To maintain a register of Forum Members, Associate Members and other interested parties which shall include their name, address, telephone number and email address in compliance with the requirements of the Data Protection Act, 1998 and any other laws, regulations and policies which relate to privacy of personal data.
19. To raise funds and receive donations to finance the work of the Forum and to open one or more bank accounts in the name of the Forum.
20. To publicise and promote the work of the Forum through regular Newsletters, a Forum website, and other relevant publicity.
21. To organise meetings, training courses, seminars and other events relevant to the work of the Forum.
22. To engage paid staff, volunteers and consultants to further the work of the Forum.
23. To work with other groups and organisations (statutory and non-statutory) to exchange information and expertise relevant to the Area.
24. To refuse, suspend or terminate membership and affiliate membership to any individual or group where it is considered that such membership is, or could be, detrimental to the purpose and principles of the Forum.
25. To take any lawful action which is deemed necessary to achieve the Forum's PURPOSES including entering into such contracts as deemed appropriate by the committee.

MEETINGS OF THE MANAGEMENT COMMITTEE

26. The Management Committee shall meet at least four times a year (a year being 1 July to 30 June) to discuss actions, monitor progress and plan future work.
27. The Secretary will send out an Agenda by email (or postal address) to each member of the Committee at least seven days in advance of each meeting.
28. The Chairperson may call a meeting in an emergency in which case less than seven days' notice may be necessary.
29. Meetings will be quorate provided at least 50% of the elected members are present. If a meeting is not quorate the matters on the agenda may be discussed but no decisions may be made until the meeting can be reconvened.
30. All meetings shall be chaired by the Chairperson or, in his or her absence, by a member of the Committee agreed by the committee. Minutes of all meetings shall be prepared

and circulated by the Secretary or another member of the Committee approved by the Committee.

31. Committee members shall declare any interest (financial or otherwise) which could be deemed to have an influence on the consideration of any matter being discussed by the Committee. All such declarations shall be shown in the minutes of the meeting and the member should abstain from voting in relation to the relevant items.

MEETINGS OF THE FORUM

32. All meetings shall be chaired by the Chairperson or, in his or her absence, by a member of the Committee designated by him or her. Minutes of all meetings shall be prepared and circulated by the Secretary or another member of the Committee approved by the Committee.
33. Open Meetings of the Forum shall be held at least twice a year (a year being 1 September to 30 August) to which all individual and affiliate members shall be invited. Other interested people including advisors and representatives of the Council may also attend. An agenda will be published and circulated by e mail or post at least 21 days in advance of the meetings and minutes will be circulated to the members by the Secretary by e mail or post
34. The purpose of Open Meetings will be to inform members about the work of the Management Committee and to seek views about key matters. The Management Committee will take into account views expressed by the members although any views expressed- will not be binding on the Management Committee.
35. In addition to Open Meetings an Annual General Meeting shall take place no later than 30 November in each year at which annual accounts will be presented, a Management Committee for the following year will be elected and a report from the Management Committee will be presented. The Management Committee will determine what other items including resolutions, if any, are to be included.
36. An initial Annual General Meeting shall be held not more than six weeks following the Registration of the Forum by the Council to receive an initial report from the Management Committee and to elect members to serve on the Management Committee until the next Annual General Meeting. Other matters relevant to the work of the Forum may also be discussed at the discretion of the Chairperson.
37. An Extraordinary General Meeting may be called by resolution of the Management Committee or by an application to the Secretary signed by not less than 50% of the members of the Forum. Such application to specify what matters are to be raised.
38. The Secretary shall send out an Agenda for an Annual or Extraordinary General Meeting by email or post not less than 21 days before the meeting. Any member wishing to raise an item not included on the Agenda must notify the Secretary at least 14 days before the meeting. The Chairperson, in consultation with other members of the Committee, shall determine whether any such item will be raised or discussed.
39. All Forum members present are entitled to vote at an Annual or Extraordinary General Meeting. Voting shall be by a show of hands on a simple majority basis. In the event of a tied vote the Chairperson of the meeting shall make a final decision or decide to defer the item to a future meeting.

40. The quorum for an Annual or Extraordinary General Meeting shall be eleven members or 50% of the total number of registered members whichever is higher.

FINANCE

41. Any deeds, cheques and any other payments related to the Forum's bank accounts shall be signed by any two of the Chairperson, Treasurer, Secretary and one other Forum member appointed by the Management Committee for the purpose.

42. All funds (other than a small petty cash float) raised by or on behalf of the Forum shall be deposited into one or other of the Forum's bank accounts.

43. All funds raised by or on behalf of the Forum shall be applied exclusively to the PURPOSES of the Forum.

44. Expenses incurred on behalf of the Forum may be reimbursed from the Forum's funds on the authorisation of the Chairperson or Treasurer. The recipient of expenses may not sign a cheque written for that purpose.

45. The Treasurer shall maintain a running account and produce an annual financial report to each Annual General Meeting having arranged for the accounts to be Independently Examined by a suitable person approved by the Management Committee for the purpose.

46. The Forum's accounting year shall run from 1 September to 30 August

INDEMNITY

47. Officers and members of the Management Committee or any group set up by the Management Committee shall not be liable for any loss suffered by the Forum as a result of the discharge of their respective duties carried out on behalf of the Forum except such as arise from their own respective wilful default.

48. The forum may seek insurance cover, or other provision through the local authority or any independent institution, to protect its members and officers from any action that may arise from the legitimate exercise of the functions of the Forum.

ALTERATIONS TO THE CONSTITUTION

49. Changes to this Constitution shall only be made following a two-thirds majority of those attending and eligible to vote at an Annual or Extraordinary General Meeting called in accordance with paragraphs 37 and 38 above.

DISSOLUTION

50. The Forum may be dissolved by:

- either a majority of those attending and eligible to vote at an Annual or Extraordinary General Meeting, or
- on a resolution of the Management Committee if membership of the Forum falls below the required minimum of 21 and is superseded by a qualifying body as outlined in the Localism Act, 2011

51. Any assets or remaining funds after all debts have been paid shall be returned to their providers or transferred to local charities or similar groups at the discretion of the Management Committee.

FORUM DURATION AND REVIEW

52. In accordance with the Act the Forum will cease to exist five years from the date of its formal designation. A Review of the functions and achievements of the Forum shall be carried out before the end of this period.
53. Following the Review and consultation with members, the Forum shall decide whether it wishes to dissolve itself or apply for a further 5 year designation (with or without amendments).

This Constitution was approved by the provisional Forum Management Committee on 30 May 2017 and will be submitted to the first Annual General Meeting of the Forum following the approval of Stockport MBC.

REVIEW OF STOCKPORT'S MILLS June 2017

Addressing the future of Stockport's historic textile related mills

Foreword by Councillor Graham Greenhalgh, Chair of the Scrutiny Review Panel

This review builds on the excellent work initiated in the report 'Towards a Mills Strategy' of 2005 and the subsequent review dated 2011.

Both reports recognised Stockport's Textile Mills as a continuing valuable resource and their place as a symbol of our local heritage and pride.

The original 2005 report summarised the aims most succinctly as 'to lay the foundations for a comprehensive Mills Strategy, designed to support key council objectives of regeneration, employment and enhancement of the housing available within our popular borough, married with genuine and sensible conservation'.

The aim of this 2017 review is to update our knowledge of the Historic Textile Mills stock, their present status and known future plans. As all of Stockport's Historic Textile Mills are in private hands we hope to promote, and where possible support, a successful future for them, their continued use, development, and improvements in the present tough financial environment.

This review is valid as a stand-alone document but can help inform broader works being undertaken by the council such as the Brown Field First and the Local Plan.

I thank officers and members for the successful completion of this document against a background of multiple demands on their time and energies with the Greater Manchester Spatial Framework (GMSF), the Local Plan, Brown Field First and the support for the Greater Manchester Historic Mills Survey. The dedication by the officers to complete this review was exemplary. Furthermore, I thank the members of the Scrutiny Committee whose critical overview helped to define the objectives of the report and monitor its progress, bringing clarity and vision. This report represents a collegiate approach.

In the present rather fluid environment it will be necessary to monitor and update this report as changes demand.

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2. THE MILL RESOURCE	7
3. ISSUES AND OPPORTUNITIES	10
4. ACTION PLAN	15

APPENDIX I

- STOCKPORT MILL REVIEW - REGISTER 2017 (all mills)
- REFURBISHED MILLS
- UNREFURBISHED MILLS/NO KNOWN PLANS
- EXPECTED RESIDENTIAL REFURBISHMENTS

1. INTRODUCTION AND BACKGROUND

1.1 Purpose

Stockport's mills remain a significant part of the economic and physical fabric of the town. They are an important asset, but one that needs to be managed carefully. Stockport has benefitted in recent years from a number of successful mill conversions providing both quality office accommodation, residential accommodation and space for other leisure uses. Others have been improved to house a mix of business uses in an accessible and affordable environment.

This report has been prepared in order to develop a strategic approach to considering the opportunities presented by Stockport's mill resource. The purpose of this report is to:

- (a) Outline the current position with regards the mill resource
- (b) Outline the key issues
- (c) Set out an action plan to review and guide the future development and more effective use of mill buildings within Stockport.

This report provides an important analysis of Stockport's mills resource and will form part of the wider review of Brownfield sites and properties across the borough, which seeks to identify new uses for redundant or underutilised land and buildings. This report should also be considered in light of information emerging from the Greater Manchester Historic Textile Mills Buildings at Risk Survey which is expected to provide more detailed information about particular properties that may be at risk and/or in need of restoration.

1.2 Definition of the mill resource

The report takes as its main focus historic textile mills, remaining from the 18th, 19th and early 20th century textile industry. Included are bleach, print, dye, machinery, rope works and warehouses associated with Stockport's cotton industry, plus Stockport's hat works and associated tannery and fur works of the same period. From here on the word 'mill' in this document should be taken to refer only to these works listed above and associated with Stockport's textile industry. This report does not cover Stockport's non textile production sites of a similar date which are varied in their form and function (e.g. breweries, food production sites, paper mills and engineering sites).

The textile industry was Stockport's earliest and main major industry during the process of industrialisation. Stockport also had a prominent

hatting industry which was a major employer in the town. Many of the town's other industrial processing and engineering sites grew up around and subsequent to these industries. This survey concentrates on the sites and standing buildings of former textile works for the following reasons:

- The textile and hatting industries are a significant part of Stockport's history and environment.
- Cotton mills share a common architecture.
- The architecture, location and lack of modern facilities within most textile mills require careful planning appraisal to identify sustainable and workable conversion of mill buildings for present day use.
- Later hat works were sometimes based within cotton mills or had large scale purpose built premises that share some similarities with cotton mills.
- Both early and later hat work sites are becoming increasingly rare in Stockport.

1.3 Mills Survey - Methodology

The Mills Development Plan 2005-2010 was adopted by the Council as a strategy document with a subsequent action plan. The Plan was later revised and extended to 2015.

In 2016 the decision was taken to review the plan, in order to improve the Council's understanding of the current mills resource and its potential, as a heritage asset, to contribute to the future development in the borough.

The 2005-15 Plan identified mill buildings as a significant element of Stockport's historic environment. Many textile sites have since been replaced by subsequent development, however, a number of the remaining buildings have now found other uses, following successful refurbishment.

This report builds on and updates information from the previous Plan with additional information from the Stockport Employment Land Review (identifying Stockport's key employment sites and locations) and the current Brownfield First study, which seeks to identify potential sites and premises that could unlock further redevelopment potential. The majority of the information has to date been gleaned from desk research, with some initial discussions instigated with a small number of mill owners. Further discussions with building owners will take place through delivery of the Action Plan.

A Brief History of Stockport's Textile Industries

1.4 Origins of Stockport's Cotton Industry

The weaving of wool and linen cloth was one of Stockport's earliest industries. The first textile factories in Stockport, however, were silk spinning mills. As early as 1732 a silk mill was built in Portwood. Stockport was one of the textile industry's earliest and leading centres in the industrial revolution. Mills grew up around the rivers of the Goyt, Tame and Mersey utilising water for power. By 1770 there were more than 12 silk mills in the town centre. By the 1780's when the cotton industry began to take off in Stockport, the slump in the silk industry provided a ready-made resource of empty mill buildings for conversion to cotton. In the early 19th century cotton spinning in Stockport was surpassed only by that of Manchester.

Two Stockport mill owners William Horrocks and Peter Marsland improved the design of the power loom developed in the 1780's. They each patented efficient steam powered looms in the early years of the 19th century. By 1806 there were 4 power loom factories in England 2 of which were in Stockport. By 1812 at least 6 Stockport firms were using power looms making Stockport the first centre of powerloom weaving. From the late 1780's onwards the manufacture of cotton textiles was Stockport's largest industry, with its wages supporting an estimated 75% of the town's population. In 1851 more than half the working population were employed in the industry. Between the late 18th century and early 20th century at least 95 cotton spinning, weaving and finishing factories were built in Stockport.

1.5 Hatting

There is written evidence for a small scale hatting industry in Stockport from the 1650's onwards. From the 1750's the prominence of Chester in the hatting industry faded. By the 19th century Stockport and Denton in neighbouring Tameside were at the centre of Britain's hatting industry producing hats for London based companies such as Christy and Co. In 1870 the full mechanisation of the hatting industry was achieved and Stockport's hatting industry appears to have peaked towards the end of the 19th century when it employed nearly 5,000 workers. Numerous works buildings and a limited number of large scale mills were built to house Stockport's third largest industry.

The main sources for the information provided above are Peter Arrowsmith's, 'History of Stockport', Stockport Metropolitan Borough Council, Community Services, 1997; and Penny McKnight's 'Stockport

Hatting', Stockport Metropolitan Borough Council, Community Services, 2000. These publications should be consulted for a more in depth view of the importance and role of these industries in Stockport.

1.6 Decline

The hatting industry declined from the 1920's, with the last working hat factory in Stockport being Christy and Co. on Hillgate which closed in 1997. There was a brief boom in the textile industry after World War I, however post World War II the textile industry faded and in 1959 Government subsidies were provided for companies exiting the industry.

The bulk of Stockport's textile mills ceased production by the 1970's, with Cataract Bridge Mills, Marple being the last working textile mill in Stockport, closing in 2004. This mill has subsequently been demolished and replaced by residential development.

A number of mill buildings were replaced by 1960's, 70's and 80's development for a variety of reasons, including the building of the M60 motorway. More recently, several mills have been demolished for residential development.

Today there are 48 textile mills remaining, although some may not be considered as having particular historic or architectural interest. Of the 48, most of the building complexes are still standing, and a number have undergone varying degrees of redevelopment. There has also been some extensive redevelopment and demolition of buildings within some sites and in others (such as Houldsworth Mill) additional, more modern buildings have been added.

2. THE MILL RESOURCE

2.1 Ownership and occupation

All of the 48 mills identified are in private ownership. Of which:

- 5 have been refurbished to provide employment related uses
- 6 have been converted to residential
- 2 have been refurbished to provide mixed residential with other uses (office/leisure)
- 11 are expected to be converted to residential (planning permission sought or granted)
- 24 are in use but there are no known plans for their future

Six mills are currently understood to be vacant, all of which are awaiting further development.

2.2 General condition

Mill premises are often substantial and have dominant physical features. Their continued existence is testament to high standards of construction. However, maintaining properties that are over 100 years old can be costly, and in several cases the condition of the property could be a cause for concern.

It's expected that the Stockport chapter of the 'Greater Manchester's Historic Textile Mills: Buildings at Risk Survey', due to be published during the summer of 2017, will provide additional and up to date information about the condition of several of Stockport's most architecturally significant mills. This will help inform future decision making and policy with respect to individual properties. This piece of work has been commissioned from the Greater Manchester Archaeological Advisory Service to review the condition of historic textile mills in GM. An assessment of Stockport's mills has recently commenced, with a draft report expected by August 2017. The completed report will form a supplement to the information contained in this document.

2.3 Heritage Value

Of the 48 mills, 9 have protection as statutorily listed buildings. A further 19 are locally listed, due to their local historic, architectural or other special interest.

Buildings that are locally listed have formal recognition in the planning system under Core Strategy Policy SIE-3 (Protecting Safeguarding and Enhancing the Environment), which states:

“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.

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.”

2.4 Use of floor space

Industrial

The majority of the 48 mill buildings are still used for manufacturing and industrial purposes and provide a source of relatively cheap floor space for a large number of Stockport's businesses. Upper floors tend to be less attractive for industrial uses due to access issues, leading to some mills being under occupied, and owners considering alternative uses for upper floors (e.g. Meadow Mill).

Finding alternative accommodation for former business occupiers can be challenging however, as there is relatively limited availability of suitable workshop/industrial space for small businesses in Stockport.

Office

A number of refurbished mills contain refurbished office accommodation. Broadstone Mill and Houldsworth Mill, for example, both contain serviced offices, providing flexible modern space for small businesses within a traditional setting. When attractively converted, these properties can be extremely attractive to small office based businesses.

Three of the smaller mills have been converted to provide office only accommodation for single users, providing attractive space, sometimes in rural settings, for growing businesses.

Residential

Seven of Stockport's mills have already been successfully converted for residential use (5 residential only and 2 mixed residential with other uses). A further eleven either have planning permission for conversion or would lend themselves to residential conversion, of which 8 are locally listed buildings. Between them these refurbished premises could create upwards of 500-600 residential units.

Leisure

Stockport mills are increasingly home to a variety of leisure uses. Stockport's Hat Works Museum is housed in Wellington Mill and there are artists' studios in Vernon Mill and Broadstone Mill. Houldsworth Mill provides a leisure club, swimming pool and gymnasium, whilst climbing centres and soft play centres are located in Pear Mill and Goyt Mill.

Retail

Retail uses are found in a small number of Stockport's mills. These include both retail and wholesale shopping notably in Houldsworth, Broadstone, Meadow, Vernon, Goyt and Pear mills.

Vacant Floor Space

Vacant floor space arises where either a whole building is standing empty or in occupied buildings generally on the upper floors (particularly in the larger spinning mill buildings where internal access arrangements can be poor e.g. no passenger and freight lifts) or furthest away from the buildings only or main stairwell. Seven premises are currently considered to be vacant, of which 5 are listed as having potential for residential refurbishment. The Council's 2015 Employment Land Review (paragraph 7.164) states the Mills Strategy identifies that almost a quarter (22%) of mill floorspace as remaining vacant.

3. ISSUES AND OPPORTUNITIES

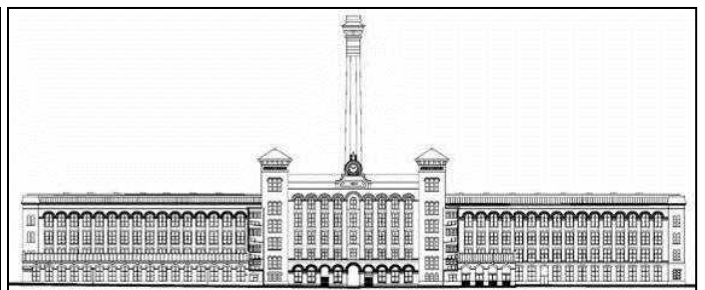
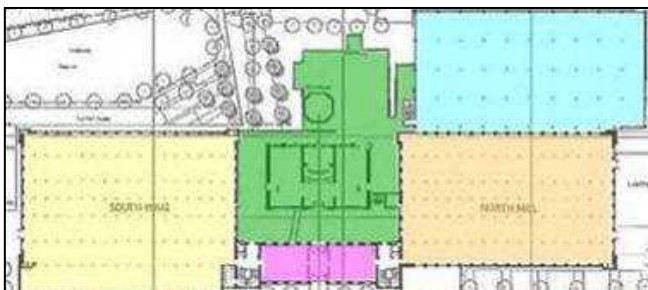
3.1 Conversion

The buildings included in this strategy are mainly cotton mills, the form of which is fairly consistent within this group. Even within this group construction methods changed over time to suit the function and machinery they needed to accommodate.

Generally the earlier fireproof mill buildings are the easiest buildings to convert. These buildings are both structurally strong, due to their iron framework, but also narrow with regularly spaced windows. This form allows natural light to flow into the centre of the building. Because of the relative ease of conversion, these buildings are likely to find new uses first. In Stockport such buildings include Woodley Mill, converted to residential and Wellington Mill, converted for residential and museum use.



By the late 19th century mill buildings had become wider in order to accommodate machinery. The larger double mills such as Houldsworth Mill in Reddish appeared, with large floor plates of around 40,000sqft, supported by numerous iron pillars.



At Houldsworth Mill a central engine house to the rear of the mill is flanked on either side by 2 blocks with a central link building to the front and middle of the building. This gives this double mill a symmetrical form and creates an impressive vista at the front of the mill. The building to the rear of the north mill is a later 20th century addition.

To enable regeneration and conversion to residential the south block at Houldsworth had an atrium inserted into the roof.



Inside Northern Counties residential development at Houldsworth Mill. An atrium allows natural light into the communal area of the development.

Early 20th century mill buildings such as Broadstone Mill and Vernon Mill represent the final stage in mill building development and have the broadest floor plans. Although they have much larger windows than the earlier buildings, wide floor plans at such mills will usually make division of the internal space into smaller units difficult. Where space is divided, units toward the centre of the mill will have no source of natural light. This means that unless an innovative approach, such as that outlined at Houldsworth Mill is possible and appropriate, it may be very difficult to use internal space. Here it may be necessary to consider use of space which does not require natural light e.g. storage, leisure or meeting space.

3.2 Conversion of other building forms

Where single storey weaving sheds are still standing, most have undergone conversion into separate industrial units.



Avondale Works are an example of weaving sheds that have undergone modern conversion to provide individual industrial units.

Stockport's hat work buildings were in the main developed on a smaller scale. The notable exceptions of large scale designed works are the former Christies Hat Works and the former Woodrow's Hat Works on Shaw Heath. Both these sites have now been demolished and the sites redeveloped for residential units.

3.3 The Future for Stockport's Mills

In the recent past, it has been possible to identify public sector (European) funding to bridge a funding gap when regenerating historic buildings such as at Houldsworth Mill or Wellington Mill. It is becoming increasingly difficult to access public funding to secure regeneration, and an increasing reliance on private sector funds means that full conversions are likely to be exceptional and will only happen where there is a clear business case that demonstrates economic viability.

In a number of cases, environmental and traffic problems are caused by the location of industrial premises within mainly residential areas. On sites where the former industrial use is now redundant and buildings are unsuitable for conversion, some form of mitigation should be considered in order to enable regeneration including demolition where there is no viable alternative.

The issues affecting mill buildings as a resource can be summarised as:

- Historically a lack of capital investment by the landlord;
- Poor physical condition and access arrangements at a significant proportion of the sites;
- Planning policy constraints (such as listed buildings);
- Lack of structured management regimes at some sites;
- Impact of the property on their adjacent environment and neighbours
- Finding appropriate alternative premises for former mill occupants

Mill buildings are undoubtedly costly to maintain and refurbish, requiring often specialist advice and support to consider appropriate uses for often underutilised floorspace. A fundamental issue for mill owners is also return on investment, as poor quality space attracts low rental values and often insufficient income to cover the full cost of maintaining and improving the property.

If the priority for Stockport is to retain the character and substance of its historic mills, then particular attention and support may be required to assist mill owners in identifying the most appropriate future for mills where appropriate. Supporting redevelopment and renovation would achieve the goal of generating an appropriate return on investment for the mill owner, whilst also bringing redundant floor space

back into use, maintaining Stockport's important heritage assets and improving the built environment.

3.4 The value of Stockport's mill resource

Despite the problems and threats facing Stockport's mill buildings, they continue to provide a valuable resource forming a distinctive part of our historic environment. Stockport's former textile works are a physical record of Britain's historic cotton textile industry. In several cases they provide a quality of architecture rarely replicated in modern developments. Mill buildings give the landscape of Stockport a distinctive local character; and large scale hat works, in particular, are peculiar to this area.

In the past, significant physical investment was made to build mills in Stockport. This previous investment, and more recent adaptations, allow mill buildings to continue to contribute to Stockport's economy. Today mill buildings can provide opportunities for sustainable development on brownfield sites. Appropriate reuse of mill buildings can contribute to achieving the Council's overall planning framework, whilst helping to reduce pressure on green belt and open land development (although some large mills such as Pear Mill, Welkin Mill, Compstall Mills and Unity Mill are located in the green belt where Green Belt policy as set out in the National Planning Policy Framework still applies).

3.5 Environmental Value/Sustainability

The fabric of Stockport's mill buildings also represents an existing expenditure of resources. Expended energy and materials should be recognised and respected. In environmental terms it is likely to be more economic to reinvest in the existing resource rather than demolition. Building demolition contributes to landfill, sourcing new building materials usually involves the quarrying of new materials and energy is expended in processing these materials. Where conversion is feasible the investment in and reuse of existing buildings can support Stockport Council's Environmental Action Programme's priority areas by reducing consumption of resources and waste.

3.6 Development Opportunities

Mills can provide space for residential conversion, providing significant regeneration benefit, and an opportunity to retain historic features within the mill building. There is also potential for further mixed-use development of mill buildings, retaining a range of employment uses and ensuring the borough maintains an adequate supply of employment land. This could assist in supporting Stockport's economy by safeguarding existing jobs and assisting the growth of new businesses in flexible and affordable accommodation. The need to maintain existing business start-up rates in Stockport is acknowledged in the Stockport Economic Development Strategy 2012-17 (Objective 3).

3.7 Towards a strategic approach

In considering the future of our mill sites it is necessary to strike a clear balance between the needs of the environment and the economy. Some mills are of such historic value that innovative regeneration proposals are needed in order to give the buildings new uses and so retain them for future generations. Other buildings have an important role to play in supporting the future of local businesses, jobs and housing. It is important to review each property in the context of current policy objectives and conservation requirements, some of which is in the process of being reviewed as a result of ongoing work on the Greater Manchester Spatial Framework (GMSF) and Local Plan.

The current draft iteration of the GMSF in Policy GM20 states:

“The quality of Greater Manchester’s heritage will be maximised by:

Maximising the positive contribution of Greater Manchester’s industrial heritage such as its canals and mills”

Stockport’s on-going Brownfield First Development Programme includes the Employment Land Review (2015) and has identified 8 mill buildings where the Council will seek to assist or intervene in order to bring forward development. All have the potential for conversion into residential, subject to further development work and the planning process and have therefore been identified in the ongoing Housing Summit list. In most cases, this just requires a watching brief, due to the existence of active owners or developers, but Weir Mill in particular is receiving more pro-active direct support in order to progress the mill for redevelopment. Initial assessment suggests these mills are priorities for conversion or development, based on factors including growth outcomes, deliverability, number of units created, location, and heritage and condition status.

The Council’s Brownfield First Development Programme is seeking to ensure that all brownfield sites in the borough are identified in order to explore and exhaust their development potential before considering greenfield/green belt sites. Mill buildings are a significant component of this programme of work. If the mills identified above are not progressed by the owners under market forces then the Council will seek to intervene where it can to de-risk and help unlock development. This will be through a range of scalable feasibility work such as assisting with development options, outline financial appraisals, planning advice, solutions to on-site constraints and access / parking considerations and business relocation options among others. This work would be subject to resources and priorities as part of the wider Brownfield First Development Programme.

There are, in addition, a small number of mills where applications have been made for planning permission for development as mixed use or residential, without intervention from the Council, such as Meadow Mill, Elisabeth Mills and Springmount Mill.

‘Greater Manchester’s Historic Textile Mills: Buildings at Risk Survey’, when published, will also, as mentioned above, help to inform future decision making and policy with respect to individual mill properties.

4. ACTION PLAN 2017

Stockport has benefited in recent years from a number of successful mill conversions providing both quality office accommodation and residential accommodation. Others have been improved to house a mix of business uses in an accessible and affordable environment.

Several of Stockport's textile mills, however, have not been refurbished and remain in need of investment. Whilst they provide a useful proportion of Stockport's affordable business space, this often tends to be low in value, in poor condition and difficult to access. Upper levels are harder to let and often remain vacant, so whilst providing a valuable resource to small businesses, they tend to be under occupied and fail to meet their economic potential.

The borough's remaining mill resource has been identified as having further development potential for both residential and employment; either through conversion of the existing buildings or demolition and redevelopment where appropriate.

The following Action Plan will seek to monitor the development and protection of Stockport's mill resource, where appropriate, in order to promote the most effective and economic use of the resource. Actions differentiate between mills prioritised within the Brownfield First programme for further intervention, and those currently not prioritised. This does not rule out further intervention or support with respect to any property, but it does allow the Council to focus proactive support towards a small number of key locations.

4.1 Priority Sites

In addition to the objectives outlined above the Council has identified a number of key sites where the regeneration of the mill buildings or site is a regeneration priority as part of the Brownfield First Development Programme. Buildings have been prioritised in relation to their geographic location in terms of Council regeneration priorities, the buildings architectural and heritage value, development potential, state of repair and level of occupation.

The Council has previously carried out work in partnership with the building owners and will endeavour to support the sustainable regeneration of the key sites listed below:

- Weir Mill
- Compstall Road Mill
- Compstall Mill II
- Elisabeth Mill and Friedland Building
- Hempshaw Lane/Battersby Mill
- Springmount Mill
- The Rope Works Mill

4.2 Objectives

Stockport Council recognises the importance of the unique mill asset for the borough and will work with owners, developers, businesses, development agencies and heritage organisations to secure appropriate sustainable uses for mill buildings and sites, based on the following objectives.

- 1) Unlock the development potential of former mill buildings
- 2) Support redevelopment, refurbishment and re-use of mills in line with Council planning policy and conservation requirements
- 3) Assist mill owners in assessing future options for their property in terms of identifying sources of finance, addressing issues and supporting the relocation of existing tenants, focusing on those identified as priority mills within the Brownfield First programme.

The following action plan is suggested, building on the key objectives stated above.

4.3 Mills Review Action Plan

Action	Measure	Target Date	Progress to Date
PRIORITY MILLS – BROWNFIELD FIRST			
1) Incorporate the findings of this report into the Brownfield First Development Programme, through which the Council will consider and action a range of measures of active intervention where necessary to bring forward the redevelopment of priority mill buildings (and other sites), where an appropriate business case can be made.	Various as appropriate to each mill	Ongoing	Brownfield First Development Programme in progress; see report to Economy & Environment Scrutiny Committee 2nd March 2017; update report to Economy & Environment Scrutiny Committee 21 st September 2017.
2) Maintain and monitor the list of priority (and other) mills within the Brownfield First programme, amending the list as necessary in response to changes in information or communication with mill owners, or other developments or opportunities.	Quarterly reviews regarding progress and information in relation to priority mills	Ongoing	Ongoing communication and information sharing between the Brownfield First programme and the Mill Strategy Review to ensure the list of priority mills is maintained and reviewed.
3) Seek to unlock the development potential of priority mills, making more effective use of underutilised floor space and sites and enhancing the built environment.	Identify a range of potential, suitable outcomes for priority mills	Ongoing	Draft planning briefs in place but in need of revision. Priority buildings identified through the Brownfield First programme for active intervention.
4) Target support towards ensuring a future for priority mills, providing advice to mill owners as appropriate regarding future options, and signposting towards sources of information and assistance.	As required	Ongoing	Active discussions in progress with owners of priority mills
5) Where appropriate assist in identifying potential funding opportunities that may assist in improving the viability of priority mills.	Various as appropriate to each mill	Ongoing	Active discussions in progress with owners of priority mills; funding opportunities under consideration,

			including heritage and GMCA
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Action	Measure	Target Date	Progress to Date
GENERAL MILL RESOURCE			
6) Incorporate and respond as appropriate to the 'Greater Manchester's Historic Textile Mills: Buildings at Risk Survey'. Ensure these findings are attached as an appendix to this report and further inform the Brownfield First programme.	Response submitted and appropriate findings built into the Brownfield First programme	From July 17	Draft report received; embargoed until September 2017; contents being reviewed and incorporated into the Mills Strategy and Brownfield Development Programme
7) Raise awareness of regeneration and development opportunities in Stockport's mills through promotion of Stockport town centre and brownfield development opportunities	Publicity achieved for mill development opportunities. Mills progressing for redevelopment and/or intensification of use	Ongoing	Investing in Growth and Brownfield communications plans developed and being delivered; Stockport place marketing campaign in development
8) Include a review of planning policy with respect to mill buildings as part of the revised Local Plan.	Policies addressing mills development within the Local Plan	Issues consultation during Summer 2017	Consultation currently taking place
9) Ensure mill owners are aware of the range of information and guidance available on historic building maintenance to mill owners in Stockport – ensure links to relevant web sites are provided.	Mill owners/developers signposted to relevant sources of information and supported where possible and for priority mills	Ongoing	Council web site has pages dedicated to conservation and heritage projects. Active support offered to priority mill owners.
10) In consultation with mill owners, consider options for mills that are semi-derelict, vacant, under-occupied and of no heritage merit. Consider realistically the long term viability of the property/site and its impact	Alternative development explored of sites/mill buildings that are of	Ongoing	Active discussions in progress with owners of priority mills

on both the local economy and built environment.	limited heritage merit		
11) Apply the Council's powers under the Planning (Listed Buildings and Conservation Areas) Act 1990, as appropriate, to serve urgent works and repairs notices	As required	Ongoing	As required on a priority basis.

STOCKPORT MILL REVIEW - REGISTER 2017 (all mills)

LATEST UPDATE:

21/06/2017

Site Ref	Property	Address	Occupancy	Status	Commercially Sensitive	Comments	Listed Status			Existing Use / Allocation		Size (Gross only sites over 1.0 acre)			Ownership			Potential New Action	
			Vacant (V), Under Occ (Uoc), Occupied (Oc)				Statutory Listed	Locally Listed	Not listed	Housing	Employment		Sq ft	Hect	Acre	SMBC	Public	Private	
											Office	Industrial							
	(Adcroft) Hat Works (now Graphex house)	Adcroft Street, Stockport SK1 3HZ	Oc	Refurbished residential		Refurbished, occupied mill and associated industrial buildings - business uses			✓		✓	✓						✓	No SMBC action proposed
	Aqueduct Works	Aqueduct Business Park, Marple Bridge, Stockport, Cheshire, SK6 5LD	Oc	Industrial use		Rebuilt, now part of Aqueduct Business Park			✓		✓	✓						✓	No SMBC action proposed
	Avondale Works	Avondale Rd, Stockport SK3 9NY	Oc	No known plans		Single storey works - business use			✓			✓	56,000	0.52				✓	No SMBC action proposed
	Belmont Works	Belmont Oil Works, Lancashire Hill, Stockport, Cheshire, SK4 1RR	Oc	No known plans		Multi-occupancy property - small business uses			✓		✓	✓	est 4,000					✓	No SMBC action proposed
ELR Site 47	Broadstone Mill	Broadstone Rd, Stockport SK5 7DL	Oc	Mixed use, refurbished in part		Employment allocation. Mill well occupied. Listed. Some refurbishment taken place internally to provide office and retail space	Grade II				✓	✓	360,000	3.990				✓	No SMBC action proposed
	Brook Street Mills	Upper Hillgate, Stockport	Oc	Refurbished residential		Refurbished/converted to residential. Private ownership			✓	✓								✓	No SMBC action proposed
	Canal Street Box Factory	Canal Street, Stockport, Cheshire, SK1 3BZ	Oc	No known plans		Still standing , change of occupants - Known as Granville Works			✓			✓	est 4000					✓	No SMBC action proposed
	Chadkirk Mill	Vale Road, Chadkirk Industrial Estate, Romiley, Stockport, Cheshire, SK6 3NE	Oc	Refurbished office		Converted to provide office units within Chadkirk Business Park			✓		✓		120,000	2.09				✓	No SMBC action proposed
	Cheadle Mill	Mill Lane, SK8 2NT	Oc	Refurbished residential		Single storey mill. Recently redeveloped for residential			✓	✓				0.970				✓	No SMBC action proposed
	Churchgate Mill	Churchgate Mill, Lavenders Brow, Stockport, Cheshire, SK1 1YW	Oc	No known plans		Currently occupied - business use. Adjacent to Hopes Carr residential development		✓				✓	est 20,000					✓	No SMBC action proposed
	Compstall Mill II (West), Andrew Street, Compstall, Stockport, SK6 5HN	Andrew Street, Compstall, Stockport, SK6 5HN	V	Refurbish expected		Planning permission granted for part demolition of the former Compstall Printworks and new build of 18nr houses and 14nr flats. Acquired a year ago. Development not started.		✓				✓						✓	S106 requires signing (with SMBC legal). Keep contact to see how the Council may assist.
ELR Site 49	Compstall Road Mills	Compstall Mills Estate, Andrew St, Romiley, Stockport SK6 5HN	Uoc	Refurbish expected		Planning permission granted for housing as part of mixed use. Need to retain some employment. East meds permission granted for resid/employment. Western meds interest for housing SHLAA 318 and STO1414. PDL/MEDS Green Belt. Conservation area, eastern boundary SRR. Planning brief for meds site. SHL made offer, but land owner agreed price with another party. SHL on standby. site with planning. site recently sold on.		✓			✓	✓		2.850				✓	Keep watching brief through Brownfield First project.
	Demmings Dyeing & Bleaching Works	Demmings Industrial Estate - Brook House, Demmings Road, Demmings Industrial Estate, Cheadle, Cheshire, SK8 2PE	Uoc	No known plans		Multi occupancy industrial buildings			✓			✓	298,500		14			✓	Intervention could be considered
	East Bank Mill	Offerton Street, off Carrington Rd, Stockport SK1 2JT	Oc	No known plans		Located within an area of industrial buildings in South Portwood industrial estate. Close to residential areas.			✓				16,700	0.05				✓	Intervention could be considered
	Elisabeth Mill & Friedland building	Houldsworth St, Stockport SK5 6AX	V	Refurbish expected		SHLAA 17. STO707. Planning permission for 152 units (Elisabeth Mill) + 49 units (Friedland building). Awaiting s106 sign off.		✓				✓		2.77				✓	Keep a watching brief for 6 months through Brownfield first project. Owner could build or sell on
	Goyt Mill	Upper Hibbert Ln, Marple, Stockport, SK6 7HX	Oc	Initial discussions taking place		Lower floors well occupied by retail, industrial and leisure uses. Upper floors some office and leisure use		✓			✓	✓	267,000		4.5			✓	Approached by landlord regarding potential options
ELR Site 14	Hallam Mill, Cale Green, SK2 6PT	Hallam Mill, Hallam St, Stockport SK2 6PT	Oc	No known plans		Mixed use occupiers but some vacancies. predom residential area. single ownership. poor state of repair.		✓			✓	✓	95,000	0.880				✓	No SMBC action proposed
	Hampstead Mill, SK3 0JX	Hampstead Mill, Lake St, Stockport SK2 7NU	Uoc	Refurbish expected	✓	SHLAA 451. Issues - lots of infrastructure required. JJHT interested in the site, its adjacent their scheme.			✓			✓						✓	Provide advice/support to potential developer
	Heapriding Mill	Heapriding Business Park, Ford St, Stockport SK3 0BT	Oc	No known plans		Mixed use occupiers			✓		✓	✓	est 15,000					✓	No SMBC action proposed
	Hempshaw Lane, Offerton (Battersby Mill)	Offerton Industrial Estate, Hempshaw Ln, Stockport SK2 5TJ	Oc	Refurbish expected	✓	AHP3 (2016 - 2021), Y1 - 2017/2018: 122nr units, start on site Dec '17. Former Battersby's Hat Works - pre-app in for partial demolition and part conversion of the former Hat works. Potential to include the area behind the Ind Estate, currently a large car park (rental cars). Commercially occupied.		✓			✓	✓						✓	Watching brief through brownfield first project. No SMBC action required at present.

21	ELR Site 45	Houldsworth Mill	Houldsworth Mill, Houldsworth St, Stockport SK5 6DA	Oc	Refurbished residential/office		Predominantly residential area. conservation area. site identified for definite retention for employment in elr . well occupied. Listed. Central engine house remains derelict.	Grade II*			✓	✓	✓	400,000	2.030				✓	No SMBC action proposed
22		Kershaws	Water Street, Stockport SK1 2BP (rear of Meadow Mill)	Oc	No known plans		Occupied by Kershaw's tannery			✓			✓	15,000	0.14				✓	No SMBC action proposed
23		Kingston Mill	Chestergate, Stockport SK3 0AL	Oc	No known plans		Various commercial occupiers		✓				✓	141,000					✓	No SMBC action proposed
24		Lockside Mill	St Martin's Rd Marple Stockport SK6 7BZ	Oc	Refurbished office		Grade 2 listed. Refurbished for office use and occupied	Grade II				✓							✓	No SMBC action proposed
25		Marriot Street Mill (nr St Thomas' Church)	Marriott Street, Stockport SK1 3TZ	Oc	Refurbished residential		Refurbished as residential accommodation		✓		✓								✓	No SMBC action proposed
26	ELR Site 6	Meadow Mill	Water Street, Stockport SK1 2BX	V	Refurbish expected		TCG4.4 POLICY GUIDANCE AREA ALLOWING FOR RESIDENTIAL IN MILL. SUBJECT OF PREAPP.COMMERCIAL GROUND FLOOR HOUSING ABOVE. SITE IDENTIFIED FOR DEFINITE RETENTION FOR EMPLOYMENT IN ELR . Owner has had extensive pre-app discussions with the Council to convert to residential. Plans are progressing with submitting planning application	Grade II				✓	✓	1,022,000	1.270				✓	No further action beyond planning app advice. Convert to housing supply if works go ahead.
27		Oakwood Mill	Canalside Buildings, Oakwood Road, Romiley, SK6 4DZ	Oc	No known plans		Changed name to Romiley Board Mill. Contains several businesses.			✓			✓	50,000					✓	No SMBC action proposed
28	ELR Site 62	Pear Mill	Pear Mill Industrial Estate, Bredbury, Stockport SK6 2BP	Oc	No known plans		Occupied by a range of businesses including retail and leisure. Few vacancies. Green belt meds .	Grade II*				✓	✓	358,000	3.330				✓	No SMBC action proposed
29		Portwood Hatworks	Romiley Street, Stockport, Cheshire, SK1 2LB	Oc	No known plans		aka Romiley St Hatworks		✓				✓	6,135	0.04				✓	No SMBC action proposed
30		Reynolds Mill (aka Cromer St Mill)	New Bridge Ln, Stockport SK1 2NR	Oc	Refurbished office		Some renovation to office use. Currently occupied by Wheatley Plastics Ltd but company is due to vacate by Sept 2017.			✓		✓	✓						✓	No SMBC action proposed
31	ELR Site 17	Springmount Mill	Highfield street, off Brinksway, Stockport, SK3 0JX	V	Refurbish expected	✓	SHLAA 451. Boarded. New owner - Carpenter Investments Ltd bought whole site July'16 - potential for high quality PRS conversion. Issues - Levels, locally listed. Contamination, archaeological findings...Large obsolete industrial site unoccupied next to Lark Hill Primary School Lark Hill Rd. Edgeley. Sloping site to Brinksway. Not as challenging as Hopes Carr. Assess potential for brick recycling in new construction.		✓				✓		0.720				✓	Watching brief through Brownfield First project
32		Spur Mill	Broadstone Hall Rd S, Stockport SK5 7BY	Uoc	No known plans		Occupied by various businesses eg graphics/print. Some vacant space marketed by Impey		✓				✓	23,500					✓	Consider for further action through the Brownfield First programme
34		Swallow Mill	Swallow St, Stockport, SK1 3HJ	Oc	No known plans		Multi-occupancy commercial units.		✓				✓	114,000	1.06				✓	No SMBC action proposed
33		The Rope works Mill	Stanbank Street, Heaton Norris, SK4 1PX	Oc	Refurbish expected		Planning permission for 34 residential units granted late 2016. Not yet on site.		✓				✓						✓	Watching brief.
35		Thorn Works	Mill Pool Close, Woodley, Stockport, SK6 1SB	V	Refurbish expected		Semi derelict. planning application for conversion to 9x2 bed apartments		✓				✓						✓	Watching brief
36		Throstle Bank Mill	Turncroft Lane, Stockport SK1 4AR	Oc	No known plans		Multi occupancy commercial units. Edge of residential area			✓			✓	uanble to identify					✓	No SMBC action proposed
37		Unity Mill	Poleacre Lane, Woodley, SK6 1PH	V	Refurbish expected	✓	High levels of ASB and arson attacks. New owners are Unity Mill Developments Ltd. Current planning application for demolition and new housing is being considered. Potential access issues. Assume 18 units over 4 floors.		✓				✓						✓	Watching brief. Potential intervention if no action from the mill owner/developer
38	ELR Site 2	Vernon Mill	Mersey Street, SK1 2HX	Oc	Initial discussions taking place		Employment allocation. Vernon Mill is almost fully occupied but in poor state of repair. St Mary's frontage redevt applic. DC/062434 , DC/058341 site identified for definite retention for employment in elr. face lift grant. commercial. artist studio hub on 3rd and 4th floor. £135k Grant recieved in 2004/5 for windows & flooring. New recent owner (inherited the property).	Grade II				✓	✓	400,000	6.500				✓	Contact made with new landlord/agent. No current plans but urgent roof repairs required.
39		Victoria Works	Hempshaw Ln, Stockport, SK1 4LG	Oc	No known plans		Multi-occupancy commercial units off St Mary's Way			✓			✓	unable to identify					✓	No SMBC action proposed
40		Victoria Mill	Houldsworth St, Stockport, SK5 6AX	Oc	Refurbished residential		Converted to residential. 41 residential units		✓		✓								✓	No SMBC action proposed
41		Virginia Mill	189 Higher Hillgate, Stockport SK1 3JG, UK	Oc	No known plans		Multi-occupancy commercial units in need of refurbishment			✓		✓	✓	unable to identify					✓	Watching brief
		Waterloo Mill	Waterloo Works, Gorsey Mount St, Stockport SK1 3BU,	Oc	No known plans		Located in industrial estate. Appears to be in use.			✓			✓	12,700					✓	No SMBC action proposed

43	ELR Site 13	Weir Mill	Chestergate, Stockport SK3 0AG	Uoc	Refurbish expected		Work underway to bring site forward but viability issues even with elements of new build as well as conversion. Pre-app commenced. Support being provided to investigate funding options.	Grade II					✓		0.580				✓	SMBC providing active support to assist in viability of the scheme and delivery issues such as funding, parking and conservation.
44		Wellington Works (formerly Botany mill and currently Morrells Woodfinishers),	Mill Lane, Woodley, Stockport, SK6 1RN	Oc	No known plans		Currently occupied and owned by Morrells Woodfinishers Limited.		✓			✓	✓	est 40,000					✓	No SMBC action proposed
45		Wellington Mill (Hat Works)	Wellington Rd S, Stockport SK3 0EU	Oc	Refurbished residential		Hat Works museum and residential accommodation	Grade II			✓	✓							✓	No SMBC action proposed
46	ELR Site 64	Welkin Mill	Welkin Road, Bredbury, SK6 2BH	Oc	No known plans		Prominent building visible from M60. Located in green belt and flood plane. Well occupied but poor access off Stockport Rd West.		✓			✓	✓	163,000	0.950				✓	No SMBC action proposed at present
47		Woodbank Mill	Turncroft Lane, Stockport SK1 4AR	Oc	No known plans		Private ownership. Property fully occupied by Rowlinson Knitwear (company may consider expansion into new premises)			✓		✓	✓	43,000					✓	No SMBC action proposed
48		Woodley Mill	Hyde Road, Woodley, Stockport SK6 1RW	Oc	Refurbished residential		Converted to residential. Private ownership	Grade II			✓								✓	No SMBC action proposed

Note: source is a combination of Mill Review 2010 and Brownfield First Programme plus local knowledge/desk research

ELR = Employment Land Review

REFURBISHED MILLS

Site Ref	Property	Address	Occupancy	Status	Commerc ially Sensitive	Comments	Listed Status			Existing Use / Allocation			Size (Gross only sites over 1.0 acre)			Ownership			Potential New Action
			Vacant (V), Under Occ (Uoc), Occupied (Oc)				Statutory Listed	Locally Listed	Not listed	Housing	Employment		Sq ft	Hect	Acre	SMBC	Public	Private	
											Office	Industrial							
	Aqueduct Works	Aqueduct Business Park, Marple Bridge, Stockport, Cheshire, SK6 5LD	Oc	Industrial uses		Rebuilt, now part of Aqueduct Business Park			✓			✓						✓	No SMBC action proposed
	(Adcroft) Hat Works (now Graphex house)	Adcroft Street, Stockport SK1 3HZ	Oc	Refurbished residential		Refurbished, occupied mill and associated industrial buildings - business uses			✓		✓	✓						✓	No SMBC action proposed
ELR Site 47	Broadstone Mill	Broadstone Rd, Stockport SK5 7DL	Oc	Mixed office/industrial and retail		Employment allocation. Mill well occupied. Listed	Grade II				✓	✓	360,000	3.99				✓	No SMBC action proposed
	Brook Street Mills	Upper Hillgate, Stockport	Oc	Refurbished residential		Refurbished/converted to residential. Private ownership			✓	✓								✓	No SMBC action proposed
	Chadkirk Mill	Vale Road, Chadkirk Industrial Estate, Romiley, Stockport, Cheshire, SK6 3NE	Oc	Refurbished office		Converted to provide office units within Chadkirk Business Park			✓		✓		120,000	2.1				✓	No SMBC action proposed
	Cheadle Mill	Mill Lane, SK8 2NT	Oc	Refurbished residential		Single storey mill. Recently redeveloped for residential			✓	✓				1.0				✓	No SMBC action proposed
ELR Site 45	Houldsworth Mill	Houldsworth Mill, Houldsworth St, Stockport SK5 6DA	Oc	Refurbished residential/office		Predominantly residential area. conservation area. site identified for definite retention for employment in elr . well occupied. Listed. Central engine house remains derelict.	Grade II*				✓	✓	✓	400,000	2.0			✓	No SMBC action proposed
	Lockside Mill	St Martin's Rd, Marple, Stockport SK6 7BZ	Oc	Refurbished office		Grade 2 listed. Refurbished for office use and occupied	Grade II				✓							✓	No SMBC action proposed
	Marriot Street Mill (nr St Thomas' Church)	Marriott Street, Stockport SK1 3TZ	Oc	Refurbished residential		Refurbished as residential accommodation		✓		✓								✓	No SMBC action proposed
	Reynolds Mill (aka Cromer St Mill)	New Bridge Ln, Stockport SK1 2NR	Oc	Refurbished office		Some renovation to office use. Currently occupied by Wheatley Plastics Ltd but business due to vacate by Sept 2017.			✓		✓	✓						✓	No SMBC action proposed
	Victoria Mill	Houldsworth St, Stockport, SK5 6AX	Oc	Refurbished residential		Converted to residential. 41 residential units		✓		✓								✓	No SMBC action proposed
	Wellington Mill (Hat Works)	Wellington Rd S, Stockport SK3 0EU	Oc	Refurbished residential/ museum/retail		Hat Works museum and residential accommodation	Grade II			✓	✓							✓	
	Woodley Mill	Hyde Road, Woodley, Stockport SK6 1RW	Oc	Refurbished residential		Converted to residential. Private ownership	Grade II			✓								✓	

ELR = Employment Land Review

UNREFURBISHED MILLS/NO KNOWN PLANS

Site Ref	Property	Address	Occupancy	Commercially Sensitive	Comments	Listed Status			Existing Use / Allocation			Size (Gross only sites over 1.0 acre)			Ownership			Potential New Action
			Vacant (V), Under Occ (Uoc), Occupied (Oc)			Statutory Listed	Locally Listed	Not listed	Housing	Employment		Sq ft	Hect	Acre	SMBC	Public	Private	
										Office	Industrial							
	Avondale Works	Avondale Rd, Stockport SK3 9NY	Oc		Single storey works - business use			✓		✓	✓	56,000	0.52				✓	No SMBC action proposed
	Belmont Works	Belmont Oil Works, Lancashire Hill, Stockport, Cheshire, SK4 1RR	OC		Multi-occupancy property - small business uses			✓		✓	✓	est 4,000					✓	No SMBC action proposed
	Canal Street (Hat) Box Factory	Canal Street, Stockport, Cheshire, SK1 3BZ	Oc		Business use - Known as Granville Works			✓			✓	est 4,000					✓	No SMBC action proposed
	Churchgate Mill	Churchgate Mill, Lavenders Brow, Stockport, Cheshire, SK1 1YW	Oc		Currently occupied - range of business uses. Adjacent to Hopes Carr residential development		✓				✓	est 20,000					✓	No SMBC action proposed
	Demmings Dyeing & Bleaching Works	Demmings Industrial Estate - Brook House, Demmings Road, Demmings Industrial Estate, Cheadle, Cheshire, SK8 2PE	Uoc		Muliti occupancy industrial buildings			✓			✓	298,500		14.00			✓	Intervention could be considered
	East Bank Mill	Offerton Street, off Carrington Rd, Stockport SK1 2JT	Oc		Located within an area of industrial buildings in South Portwood industrial estate. Close to residential areas.			✓				16,700	0.05				✓	Intervention could be considered
	Goyt Mill	Upper Hibbert Ln, Marple, Stockport, SK6 7HX	Oc		Lower floors well occupied by retail, industrial and leisure uses. Upper floors some office and leisure use. Property currently for sale.		✓			✓	✓	267,000					✓	Approached by landlord regarding potential options
ELR Site 14	Hallam Mill, Cale Green, SK2 6PT	Hallam Mill, Hallam St, Stockport SK2 6PT	Oc		Mixed use occupiers but some vacancies. Predominently residential area. Poor access and appears in poor state of repair.		✓			✓	✓	95,000	0.88				✓	No SMBC action proposed
	Heapriding Mill	Heapriding Business Park, Ford St, Stockport SK3 0BT	Oc		Mixed use occupiers			✓		✓	✓	est 15,000					✓	No SMBC action proposed
	Kershaws	Water Street, Stockport SK1 2BP (rear of Meadow Mill)	Oc		Occupied by Kershaw's tannery			✓			✓	15,000					✓	No SMBC action proposed
	Kingston Mill	Chestergate, Stockport SK3 0AL	Oc		Various commercial occupiers		✓				✓	141,000					✓	No SMBC action proposed
	Oakwood Mill	Canalside Buildings, Oakwood Road, Romiley, SK6 4DZ	Oc		Changed name to Romiley Board Mill. Contains several businesses.			✓			✓	50,000					✓	No SMBC action proposed
ELR Site 62	Pear Mill	Pear Mill Industrial Estate, Bredbury, Stockport SK6 2BP	Oc		Occupied by a range of businesses including retail and leisure. Few vacancies. Green belt meds .	Grade II*				✓	✓	358,400	3.33				✓	No SMBC action proposed
	Portwood Hatworks	Romiley Street, Stockport, Cheshire, SK1 2LB	Oc		(aka Romiley St Hatworks) Series of buildings within south Portwood Ind Estate, appear to be in poor condition but occupied by a variety of warehouse/industrial uses		✓				✓	6,100	0.04	0.10			✓	Intervention could be considered
	Spur Mill	Broadstone Hall Rd S, Stockport SK5 7BY	Uoc		Occupied by various businesses eg graphics/print. Some vacant space marketed by Impey		✓				✓	23,500					✓	Consider for further action through the Brownfield First programme
ELR Site 12	Swallow Mill	Swallow St, Stockport, SK1 3HJ	Oc		Multi-occupancy commercial units.		✓				✓	114,000	1.00				✓	No SMBC action proposed
	Throstle Bank Mill	Turncroft Lane, Stockport SK1 4AR	Oc		Located within an area of multi occupancy commercial units (incl Woodbank mills). Edge of residential area.			✓			✓	unable to identify					✓	No SMBC action proposed

ELR Site 2	Vernon Mill	Mersey Street, SK1 2HX	Oc		Employment allocation. Vernon Mill is almost fully occupied but in poor state of repair. St Mary's frontage redevt applic DC/062434 , DC/058341 site identified for definite retention for employment in elr. face lift grant. commercial. artist studio hub on 3rd and 4th floor. £135k Grant recieved in 2004/5 for windows & flooring. New recent owner (inherited the property).	Grade II				✓	✓	200,000	6.50	0.00			✓	Contact made with new landlord/agent. No current plans but urgent roof repairs required.
	Victoria Works	Hempshaw Ln, Stockport, SK1 4LG	Oc		Range of individual single storey industrial buildings. Multi-occupancy, located off St Mary's Way			✓			✓	unable to identify					✓	No SMBC action proposed
	Virginia Mill	189 Higher Hillgate, Stockport SK1 3JG, UK	Oc		Multi-occupancy commercial units			✓		✓	✓	unable to identify					✓	No SMBC action proposed
	Waterloo Mill	Waterloo Works, Gorsey Mount St, Stockport SK1 3BU,	Oc		Located in industrial estate. Appears to be in use.			✓			✓	12,700					✓	No SMBC action proposed
	Wellington Works (formerly Botany mill and currently Morrells Woodfinishers),	Mill Lane, Woodley, Stockport, SK6 1RN	Oc		Currently occupied and owned by Morrells Woodfinishers Limited. Planning application for residential refurbishment (42 units) refused in 2005.		✓			✓	✓	est 40,000					✓	No SMBC action proposed
ELR Site 64	Welkin Mill	Welkin Road, Bredbury, SK6 2BH	Oc		Prominent building visible from M60. Located in green belt and flood plane. Well occupied but poor access off Stockport Rd West.		✓			✓	✓	163,000	0.95	0.00			✓	Intervention could be considered
	Woodbank Mill	Turncroft Lane, Stockport SK1 4AR	Oc		Private ownership. Property fully occupied by Rowlinson Knitwear (company may consider expansion into new premises)			✓		✓	✓	43,000					✓	No SMBC action proposed

EXPECTED RESIDENTIAL REFURBISHMENTS

Site Ref	Property	Address	Occupancy	Commercially Sensitive	Comments	Listed Status			Existing Use / Allocation			Size (Gross only sites over 1.0 acre)			Ownership			Potential New Action
			Vacant (V), Under Occ (Uoc), Occupied (Oc)			Statutory Listed	Locally Listed	Not listed	Housing	Employment		Sq ft	Hect	Acre	SMBC	Public	Private	
										Office	Industrial							
	Compstall Mill II (West), Andrew Street, Compstall, Stockport, SK6 5HN	Andrew Street, Compstall, Stockport, SK6 5HN	V		Planning permission granted for part demolition of the former Compstall Printworks and new build of 18nr houses and 14nr flats. Acquired a year ago. Development not started.		✓				✓		1.5				✓	S106 requires signing (with SMBC legal). Keep contact to see how the Council may assist.
ELR Site 49	Compstall Road Mills	Compstall Mills Estate, Andrew St, Romiley, Stockport SK6 5HN	Uoc		Planning permission granted for housing as part of mixed use. Need to retain some employment. East meds permission granted for resid/employment. Western meds interest for housing SHLAA 318 and STO1414. PDL/MEDS Green Belt. Conservation area, eastern boundary SRR. Planning brief for meds site. SHL made offer, but land owner agreed price with another party. SHL on standby. site with planning. site recently sold on.		✓			✓	✓		2.85				✓	Keep watching brief thorough Brownfield First project.
	Elisabeth Mill & Friedland building	Houldsworth St, Stockport SK5 6AX	V		SHLAA 17. STO707. Planning permission for 152 units (Elisabeth Mill) + 49 units (Friedland building). Awaiting s106 sign off.		✓				✓		2.77				✓	Keep a watching brief for 6 months thorough Brownfield first project. Owner could build or sell on
	Hampstead Mill, SK3 QJX	Hampstead Mill, Lake St, Stockport SK2 7NU	Uoc	✓	SHLAA 451. Issues - lots of infrastructure required. JJHT interested in the site, its adjacent their scheme. (planning permission refused in 2005 for residential)			✓			✓	unable to identify					✓	Provide advice/support to potential developer
	Hempshaw Lane, Offerton (Battersby Mill)	Offerton Industrial Estate, Hempshaw Ln, Stockport SK2 5TJ	Oc	✓	AHP3 (2016 - 2021), Y1 - 2017/2018: 122nr units, start on site Dec '17. Former Battersby's Hat Works - pre-app in for partial demolition and part conversion of the former Hat works. Potential to include the area behind the Ind Estate, currently a large car park (rental cars). Commercially occupied.		✓			✓	✓	unable to identify					✓	Watching brief through brownfield first project. No SMBC action required at present.
ELR Site 6	Meadow Mill	Water Street, Stockport SK1 2BX	V		TCG4.4 POLICY GUIDANCE AREA ALLOWING FOR RESIDENTIAL IN MILL. SUBJECT OF PREAPP.COMMERCIAL GROUND FLOOR HOUSING ABOVE. SITE IDENTIFIED FOR DEFINITE RETENTION FOR EMPLOYMENT IN ELR . Owner has had extensive pre-app discussions with the Council to convert to residential. Planniong permission granted and exisiting occupiers being relocated.	Grade II				✓	✓		4.010				✓	No further action beyond planning app advice. Convert to housing supply if works go ahead.
ELR Site 17	Springmount Mill	Highfield street, off Brinksway, Stockport, SK3 QJX	V	✓	SHLAA 451. Boarded. New owner - Carpenter Investments Ltd bought whole site July'16 - potential for high quality PRS conversion. Issues - Levels, locally listed. Contamination, archaeological findings...Large obsolete industrial site unoccupied next to Lark Hill Primary School Lark Hill Rd. Edgeley. Sloping site to Brinksway. Not as challenging as Hopes Carr. Assess potential for brick recycling in new construction.		✓				✓		0.720				✓	Watching brief through Brownfield First project
	The Rope works Mill	Stanbank Street, Heaton Norris, SK4 1PX	Oc		Planning permission for 34 residential units granted late 2016. Not yet on site.		✓				✓			0.3			✓	Watching brief
	Thorn Works	Mill Pool Close, Woodley, Stockport, SK6 1SB	V		planning application for conversion to 9x2 bed apartments		✓				✓			0.3			✓	Watching brief
	Unity Mill	Poleacre Lane, Woodley, SK6 1PH	V	✓	High levels of ASB and arson attacks. New owners are Unity Mill Developments Ltd. Current planning application for demolition and new housing is being considered. Potential access issues. Assume 18 units over 4 floors.		✓				✓	91,500	1.46				✓	Watching brief. Potential intervention if no action by mill owner/developer
ELR Site 13	Weir Mill	Chestergate, Stockport SK3 0AG	Uoc		TCG3.1 Allows residential. Work underway to bring site forward but viability issues even with elements of new build as well as conversion. Pre-app commenced. Support being provided to invetsiagte funding options.	Grade II					✓		0.580				✓	SMBC providing active support to assist in viability of the scheme and delivery issues such as funding, parking and conservation.

TOWN CENTRE LIVING

Report of the Corporate Director for Place Management and Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report sets out for Members' consideration an approach to how we can further support our ambition to create a thriving sustainable town centre by creating the right conditions for Town Centre Living. Our proposed approach to increasing residential development in Stockport Town Centre is also supported through the Council's Brownfield First approach.
- 1.2 The report outlines work underway to commission a Town Centre Living Development Framework in support of efforts to drive delivery of town centre residential development at a pace, scale, and quality which unlocks private investment and promotes the town centre as an attractive residential location.
- 1.3 The Town Centre Living Development Framework will look at all aspects of wider social infrastructure (including health and educational facilities) and public amenities needed to support an enhanced residential offer. It will also look at our ambition for quality design, what densities might be appropriate for our town centre as well as potential sites for development and how we can unlock them for development.
- 1.4 The Framework will specifically ensure that:
 - The Council has a clear vision and strategy for residential development in the town centre which is consistent with our Brownfield First approach and wider ambition for a sustainable town centre;
 - The Council then has a strategy in place which can be used to deter and oppose development which is contrary to the ambitions of the Council;
 - There is a strategic and considered approach to appropriate densities and wider place-making issues when considering residential proposals in the town centre – with the backdrop of pressures to develop brownfield sites we need to have a clear plan of what is and what is not acceptable to the Council;
 - There is appropriate consideration of the wider social infrastructure requirements to develop a sustainable plan for new homes in the town centre;
 - The Council can have a clear plan for taking forward a regeneration and development pipeline which can inform future planning and resource requirements;
 - The Council has a strategic document which can provide a basis for future activity including bids for funding and discussions at a GM level regarding priorities and resources;
 - The Council has a clear view of the role that compulsory purchase powers can play in delivering its wider ambition for residential development in the town centre

- The Council has a strategic evidence base and plan for delivery of 'town centre living' which can feed into the development of our Local Plan.

1.5 It is proposed that Members are involved in the development of the Framework over the coming months, through engagement with Local members, Central Area Committee, Housing Commission, Communities & Housing and Economy and Regeneration Scrutiny committees.

2. BACKGROUND

- 2.1. The provision of an attractive town centre residential offer is a key part of a thriving, viable, and sustainable town centre and is a necessary complement to the commercial, leisure, and infrastructure development that is underway at the moment.
- 2.2. The pressure on brownfield development across Stockport and Greater Manchester is resulting in a greater focus on town centres as areas of significant potential for driving forward residential development.
- 2.3. The Council has prioritised delivery on brownfield sites in order to capitalise on existing infrastructure and amenity provision in the urban area as part of its efforts to deliver the housing growth required whilst recognising the social infrastructure which may be required to support this. This approach to reshaping the Town Centre residential offer is therefore consistent with, and builds upon, the Brownfield First approach endorsed by Environment & Economy Scrutiny Committee Members in March.

3. PROPOSALS

- 3.1. Developing a town centre residential offer that achieves the quality and quantity of supply that matches our ambition is inevitably complex, not least in terms of the requirement to provide additional enabling physical and social infrastructure. A range of work is underway, or in development at the moment, that will impact on the opportunity to support quality residential growth in the town centre. This work includes a strategy for town centre car parking, a masterplan for the A6 Corridor (the 'Stockport Mile'), emerging regeneration proposals relating to future phases of Stockport Exchange and Merseyway, and committed investment in the redevelopment of the existing bus station.
- 3.2. The town centre is already home for many communities and this work will ensure that the needs of existing residents are accommodated as well as looking to the future.
- 3.3. The Council acknowledges that the physical redevelopment of Stockport Town Centre needs to be supported by greater animation, events, footfall, and promotion. An enhanced residential offer is an essential means of providing the concentration of population and localised spending power that supports the shift in animation and perception that is fundamental to the long-term future of the town centre.
- 3.4. In order to develop a comprehensive and objective understanding of the opportunities and barriers associated with driving forward residential growth in

Stockport Town Centre, it is proposed that a Town Centre Living Development Framework is produced. This document will provide a foundation on which the scale of our ambition residential development can be assessed and which can support future intervention and investment decision-making. The draft brief for the Development Framework is set out in Appendix One.

3.5. The outcomes from the Development Framework will be:

- A clear strategic case demonstrating the importance of a regenerated Stockport residential market
- An appropriate 'zoning' or 'boundary' set for town centre living
- A road map of how we can achieve the change required
- A target list of specific residential development sites (both public and private) that have the ability to transform the current residential offer at pace and at scale.
- A detailed analysis of current market conditions, values, and viability to make the case for any necessary public investment to leverage privately funded development
- A critical assessment of the existing planning policy relevant to town centre residential development and proposals for policy changes to drive high quality delivery at pace.
- A proposal for a Design Guide or other tools which will dictate a theme of quality throughout all developments which will be a requirement for any planning policy repositioning
- A clear demonstration of the interdependencies between opportunities for residential growth in the Town Centre and relevant planning, transport, public realm, and regeneration initiatives.
- A thorough assessment of the opportunities presented by compulsory purchase powers in delivering the overall plan. It should provide a justification, timeframe, and mechanism for use of these powers and demonstrate the extent to which the CPO regime can help to influence market conditions.
- An indication of the resources required to deliver the individual proposals of the Framework and the stages in which it can be delivered both in terms of time and cost. It is essential that it produces immediate and tangible results.

3.3 The driving principle behind this work is to affect the pace, quality, and quantity of delivery and we will expect this to permeate the Development Framework and any future work resulting from it.

- 3.4 It is anticipated that the successful partner in production of the Development Framework will be a multi-disciplinary valuation and planning-led practice who can demonstrate results in delivering similar work before.

4. FINANCIALS

- 4.1 We anticipate that given the significant scope of work that will be engaged, the cost of this will be no more than £100,000. The resources to finance the Development Framework will be sourced from the Capital Programme Investment reserve.

5. NEXT STAGES

- 5.1. The timescales set out in Section 4 of the brief are indicative but we would look to appoint the successful bidder by early autumn and for them to deliver the first elements of the Development Framework within 2 months of appointment.

6. RECOMMENDATION

- 6.1 Members are asked to comment on all aspects of this report and to support further engagement in the development of the Framework over the coming months.

BACKGROUND PAPERS

Appendix One – Town Centre Living Development Framework – June 2017

Anyone wishing to inspect the above background papers or requiring further information should contact George Perrin on Tel: 0161-474-4510 or by email on george.perrin@stockport.gov.uk

**Stockport Town Centre Living – Development Framework
June 2017**

1. Introduction

Stockport is one of the most successful local economies in Greater Manchester benefiting from unrivalled connectivity, distinctive history and character, and 125,000 people working in 11,000 businesses.

The Council is looking to reshape its future residential offer in the Town Centre which has already seen the investment of over £200m public funding in a range of transport infrastructure, leisure, and commercial development with a further significant expenditure planned.

We believe this is an essential component to creating a thriving, viable and sustainable town centre – an environment for living – based on unlocking the potential of underutilised assets, creating the conditions for increased private sector investment, and delivering a regional exemplar of urban living not yet seen outside of Manchester City Centre.

The Council's approach is about enhancing the liveability of the urban environment. It is fundamentally based on a desire to increase both the quantity and the quality of development alongside a determination to accelerate the pace and scale of delivery. But our approach must go further and encompass the benefit of driving up supply, the value of great design, and the scale of complementary social infrastructure that will be required.

Stockport Council wishes therefore to invite bids from planning, design, compulsory purchase and valuation specialists for the production of a Town Centre Living Development Framework that provides evidenced, prioritised, and costed options for future residential development in Stockport Town Centre.

The Framework will set out a credible and deliverable range of development options across the Town Centre based on a clear articulation of current and future market conditions, and provide specific commentary on the complementary education, healthcare, employment and public space infrastructure required to support our ambition of reshaping the residential market in line with the Council's Brownfield First approach and revised Local Plan.

This is an outstanding opportunity to join us in the next phase of Stockport town centre regeneration and we will welcome a creative approach to meet the outputs below.

2. Outputs

The Framework should be a toolbox which brings forward future public and private sector residential development to enhance the Town Centre's future viability and longevity as a place to live, a visitor destination, and a place of employment growth. A place to dwell.

We expect to see the following outputs incorporated into the final Framework:

- A **clear strategic case** demonstrating the importance of a stepped change from the current offer to the future Stockport residential market.
- A **road map** of how we can achieve this change with timescales and responsibilities
- A **target list of specific residential development sites** regardless of current ownership (both public and private) that have the ability to transform the current residential offer at pace and at scale. This output should be prioritised in terms of cost, deliverability and quality of product.
- A detailed **analysis of current market conditions**, values, and viability to make the case for public investment to leverage privately funded development including an analysis of existing supply and changing/emerging demographics.
- A critical assessment of the **existing planning policy** relevant to town centre residential development and **proposals for policy changes** to inform the emerging refresh of the Local Plan. These options must drive high quality delivery at pace.
- A proposal for a **Design Guide** or other tools which will dictate a theme of quality throughout all developments which will be a requirement for any planning policy repositioning
- A clear demonstration of the interdependencies between opportunities for residential growth in the Town Centre and relevant **planning, transport, public realm, and regeneration initiatives**. This should include (but not be limited to):
 - Stockport Council's Brownfield First approach and emerging Local Plan
 - A6 Corridor Masterplan
 - Stockport Car Parking Study
 - Stockport Housing Strategy
 - Rail Station Masterplan
- A thorough assessment of the opportunities presented by **compulsory purchase powers** in delivering the overall plan. It should provide a justification, timeframe, and mechanism for use of these powers and demonstrate the extent to which the CPO regime can help to influence market conditions.
- An indication of the **resources required** to deliver the individual proposals of the Framework and the stages in which it can be delivered both in terms of time and cost. It is **essential** that it produces immediate and tangible results.

3. **Experience and Expertise**

We anticipate that the Development Framework will require a range of complementary technical skills. For that reason, we expect the successful supplier to demonstrate how they will bring together the required expertise in the fields of planning, valuation, residential development, architecture, and urban design. Prospective suppliers are welcome to bring

together skills and expertise from different organisations in a consortium under a lead consultant.

Bidders will be required to demonstrate a successful track record of delivering similar projects and leadership in the professional specialisms identified above. Bids should also contain CVs of the team members who will be involved.

4. Timescales & Resources

Bids should include details of the timescales to which the Framework will be produced. This section of each bid should take as its starting point the outline timetable below:

Activity		Timescale
1	Invitation to Tender	16 th June 2017
2	Deadline for Submission of Bids	14 th July 2017
3	Presentations from Shortlisted Bidders	21 st July 2017
4	Contract Award to Successful Bidder	4 th August 2017
5	Inception Meeting	9 th August 2017
6	Draft Framework & Presentation to Stakeholders	13 th September 2017
7	Final Framework & Presentation to Stakeholders	4 th October 2017

5. Client-Side Management Arrangements

An Inception Meeting will be held once the contract is awarded to agree the methodology and milestones in greater detail. Thereafter, the work will be overseen on behalf of the key stakeholders by the project manager assigned by the Council. The project manager and stakeholders will require monthly update reports on the progress of the work.

The client-side Project Manager for the production of the Framework is:

Paul Richards MRICS
Development Manager
Town Centre Development
Services to Place
Fred Perry House
Edward Street
Stockport
SK1 3XE

Tel: 0161 474 2940
Mobile: 07710149670

6. Proposals & Costs

Prospective suppliers are welcome to contact the project manager at Stockport Council for clarification of any part of this brief. Bidders' proposals should contain the information requested in this brief.

Bidders are asked to quote a fixed price for the completion of this work and to include a breakdown of total costs, as well as a breakdown of cost for each of the outputs.

Proposals should be submitted by email by 5.00pm as per timescale outlined in Section 4 to Stockport Council using the contact details above. Please note that bids received after this deadline will not be considered.

7. Conflicts of Interest

Bidders should identify any potential conflicts of interest and should specify how any conflicts of interests will be managed.

8. Selection Criteria & Appointment

Stockport Council will require bids to set out the methodology, milestones, and timescales that will be used to prepare the Framework. Prospective suppliers will also be required to outline the project team they intend to assemble for this work and how that team will be managed. An account of the skills and experience within prospective project teams of previous projects which have been successfully delivered will be required.

Bids should be submitted as written documents. Each shortlisted supplier will be required to give a presentation of approximately 15 minutes duration as part of the selection process.

Bids will be assessed against the following principles:

- The extent to which the bid meets the criteria outlined in this brief - 50% weighting
 - Half of this score will be for the written bid
 - Half of this score will be for the presentation
- The experience and expertise of the project team - 25% weighting
- The price quoted to carry out the work - 25% weighting

COMPULSORY PURCHASE ORDER: 1-3 LOWER HILLGATE, STOCKPORT

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1. This report seeks authority to proceed with the acquisition, if necessary by compulsory purchase, and subsequent disposal of 1-3 Lower Hillgate, Stockport, SK1 1LQ (the "Property") subject to securing an indemnity agreement from a development partner to enable its redevelopment for residential purposes. 1-3 Lower Hillgate is show edged red and marked "1" on the plan in Appendix 1. This will support the regeneration of the Market Place and Underbanks area.

2. BACKGROUND

- 2.1. In September 2014 the Executive, in considering the Report of the Corporate Director for Place Management & Regeneration 'Market Place and Underbanks Regeneration Strategy and Investment Proposals', agreed to give delegated authority to the Corporate Director for Corporate and Support Services and the Corporate Director for Place Management and Regeneration in consultation with the Executive Councillor (Corporate, Customer and Community Services) and Executive Councillor (Economic Development and Regeneration) to:
 - progress with any necessary scheme and building design and, with the assistance of the Council's Strategic Property Partner, proceed with the procurement of suitable contractors and partners to deliver the strategy;
 - settle the final terms of any occupational leases for the proposed tenants of the units (to include rent free periods and assistance with the costs of fitting out as deemed necessary to secure the appropriate tenant mix);
 - settle the final terms of any further acquisitions required to facilitate the strategy and, if acquisitions cannot be achieved by agreement, to authorise the making and service of a Compulsory Purchase Order;
 - agree the further procurement of consultants as may be required to deliver the scheme; and,
 - take any action needed to resolve any issues that may hinder the delivery of this strategy within the planned budget.
- 2.2. Since the original Executive decision, the Executive Councillors posts and the Directors posts have changed. The current equivalent posts are:
 - Director for Place Management and Regeneration
 - Deputy Chief Executive (Inheritor of Director of CSS delegations for property)
 - The Executive Member for Economic Development and Regeneration

- The Leader (Inheritor of the defunct role of Executive Member for Corporate Customer and Community Services
- 2.3. The Council's Executive approved the use of prudential borrowing to finance an investment strategy of up to £7m for the Market Place & Underbanks in September 2014. The focus of this investment was to create an enhanced physical environment and create a vibrant retail, cultural and residential destination around the Market Place, Underbanks and Lower Hillgate area. The Executive Decision highlighted that the Council would take an active role with acquisition, redevelopment, refurbishment, letting and resale to attract independent retail and develop selected property for residential use.
 - 2.4. Market Place and Underbanks is a key component to the Town Centre regeneration programme, offering a unique environment due to its medieval streets populated with characterful buildings and rich tapestry of history. This area provides Stockport with an offer that differentiates itself from other Town Centres, accommodating niche retail, apartments and burgeoning food and beverage offer. The regeneration of this area is therefore of high importance and has previously been the focus of key initiatives such as the Portas Pilot in 2012, which encouraged specialist shops, creative industries with the aim to re-establish the footfall and bustling communities that had once existed. Market Place and Underbanks has a uniqueness that can be further brought out and reinforced with residential development, supporting its reinvention.
 - 2.5. Stockport Council has a clear ambition 'Brownfield First', which is to continue to support and promote an approach to development, which priorities development of brownfield land, placing an increased emphasis on the importance on delivery. 1-3 Lower Hillgate closely aligns with this ambition and will see a derelict site brought back into use.
 - 2.6. The required purchase of 1-3 Lower Hillgate is a result of the Council's decision to bring forward regeneration in the Town Centre and 'Brownfield First' with targeted strategic interventions within the Market Place and Underbanks area. A key aim of this includes increasing the residential population within the Town Centre, which includes promoting residential developments within the Lower Hillgate area, which encompasses the Property.
 - 2.7. The vitality of an area is often judged by its environment and level of voids: within Lower Hillgate there are several notable derelict properties such as 1-3 Lower Hillgate and Russell Morley House, alongside the demolished 6 Lower Hillgate. An image of 1-3 Lower Hillgate is available to view in Appendix 2. The Council is seeking to address the level of voids by virtue of the redevelopment of 1-3 Lower Hillgate and Russell Morely House. There is therefore a requirement to acquire, if necessary by CPO, the Property to ultimately improve the environmental and social wellbeing of the area. The Council has assessed whether there is another way in which it might achieve its aims including the use of statutory notices but that this is not appropriate in this instance.
 - 2.8. The Council endeavours to persuade owners to sell or make improvements to their assets where there is a need for regeneration; however, this is not always successful and compulsory purchase powers may be required as a last resort to secure the redevelopment of the Property. In this case, the need to seek authorisation to acquire the Property and to use the Council's compulsory purchase powers (if required) has arisen due to the regeneration outcomes that can be achieved through redevelopment of the site for residential use which can

be achieved within a reasonable period if the Council and/or a developer partner takes control of the redevelopment.

- 2.9. Attempts have been made to acquire the site from the current owner since March 2014, but following prolong negotiations no agreement has yet been reached. More recently,
- 2.10. There is a compelling case in the public interest for the purchase, making and confirmation of the Order to acquire the Property. Subject to the Council being unable to acquire the property by negotiations, the Order will enable the Council as a method of last resort and (upon confirmation of the Order) to exercise compulsory purchase powers to acquire the property for disposal to a competent purchaser(s) capable of bringing forward redevelopment for residential use.
- 2.11. Whilst the Council resolution was obtained in January 2016, in respect to 1-3 Lower Hillgate, a fresh resolution is sought to ensure that the Council is fully aware, and bases its decision, on the most up to date information available in respect of the site.

3. FINANCIAL IMPLICATIONS

- 3.1 Having regard to the risks, and the need to put in place a financial basis for progressing with the compulsory purchase order, the Council's Executive on 30 September 2014 committed £7m to the regeneration of Market Place and Underbanks area which supported the acquisition of the White Lion hotel and 29-35 Little Underbank. In delivery of the strategic approach to the regeneration of the Market Place and Underbanks area, the Executive Decision authorised the use of Compulsory Purchase powers if acquisitions cannot be achieved by agreement.
- 3.2 Scheme proposals have been worked up with partners via an open market process and the indicative costings involved in acquisition and subsequent improvement of the properties have been appraised as viable and deliverable within the capital budget the Council has for the markets and underbanks scheme, even if the Council had to develop the proposals themselves. Therefore the Council is in possession of the necessary capital resources to acquire the Property to support the compulsory purchase process and subsequent improvement of the Property, and is committed to providing this funding at such time as the use of compulsory purchase powers are needed to be exercised. The intention is, however, to seek agreement from a third party to indemnify the Council against any and all costs arising from the compulsory purchase order and subsequent redevelopment.

4. STATUTORY POWERS AND GUIDANCE

- 4.1 S226(1)(a) of the Town and Country Planning Act 1990 enables a local authority to acquire land compulsorily, subject to confirmation by the Secretary of State, where it is necessary in order to acquire property to bring about social and environment improvement to the area, by bringing empty and derelict dwellings back into beneficial residential use.

- 4.2 The “Guidance on Compulsory Purchase Process and The Crichel Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion” advises that an acquiring authority should only make a compulsory purchase order where there is a compelling case in the public interest to do so. The Council is satisfied that there is a compelling case in the public interest for confirmation of the Order and that the Order, if confirmed, would strike an appropriate balance between public and private interests.
- 4.3 Nevertheless, the Council will continue to ensure that all reasonable attempts are made to acquire the Property by agreement in parallel with the compulsory purchase process. This approach of making the Order and, in parallel, conducting negotiations to acquire the Property by agreement is designed to facilitate delivery of the Property being improved, renovated and brought back into beneficial residential use at the earliest opportunity and is in accordance with the compulsory purchase guidance and best practice.

5. THE COUNCIL PURPOSE FOR ACQUIRING THE LAND

- 5.1 The intervention will support the vision outlined in the Market Place and Underbanks Master Plan (Urban Vision, 2015). The site is located within the Lower Hillgate area, which has the highest void levels in Market Place and Underbanks. This central cluster of voids detracts from the surrounding area and risks further spiralling decline unless targeted interventions can be realised.
- 5.2 1-3 Lower Hillgate is a prominent example of this decline in the environmental and social wellbeing in the area due to the number of vacant properties. The property has remained vacant for several years, where, following poor maintenance, the property fell into disrepair and ultimately collapsed due to extensive water ingress. The collapsed, partially cleared, building provides no benefit to the surrounding area and creates an adverse effect on the street and area. The impact of partially collapse building is heightened due to its location in a conservation area, where it creates a 'gapped tooth' in what is a historic characterful urban grain.
- 5.3 The owner has recently submitted a planning application for redevelopment of the site comprising of 6 apartments. This has since been withdrawn on planning officer recommendation, due to an over development of the site. It remains unknown whether the existing owner will continue with the planning application and deliver the scheme within a reasonable period. The future of this site therefore remains in doubt and given its current condition and associated impacts, failed negotiations with the owner, existing developer interest and the benefit of the sites redevelopment the Council believes there is justification to pursue a CPO.

6. PROPOSALS

- 6.1 The Market Place and Underbanks Master Plan (Urban Vision, 2015) proposed interventions in these 'gaps sites' with a focus primarily on attracting residential use. Increasing the residential population would generate footfall both day and night and support the wider vision to enhance the food and beverage offer, which is predominantly located in the Market Place area. Whilst other uses have been considered for the site, a mix use development comprised of residential with active ground floor closely reflects the Market Place and Underbanks

Master Plan (Urban Vision, 2015) vision 'Repopulating the heart' for Lower Hillgate.

- 6.2 1-3 Hillgate also falls within Hillgate Conservation Area. The key strategic policy issues in heritage/conservation terms affecting the properties are set out under Core Strategy Policy CS8 (Safeguarding and Improving the Environment), and also under Development Management Policy SIE -3 (Protecting, Safeguarding and Enhancing the Environment) in section D Protecting the Historic Environment (p116-17 and 121-122).
- 6.3 The proposed development would broadly follow the principles of the former owners expired planning permission (DC/040058) granted in 2009. This application proposed the conversion of 1-3 Lower Hillgate into four self-contained apartments with retention of ground floor retail use, demolition of the two-storey building to the rear. Whilst the building remains in a partially collapsed state conversion is no longer possible, hence it is accepted that that demolition and rebuild is the most appropriate method of bringing 1-3 Lower Hillgate forward for development.
- 6.4 The Property will be a housing led development, which in the Town Centre is covered under Core Strategy Policies CS4 (Mix of Housing) and H3 (Affordable Housing). The properties score around 88 when assessed against the Council's accessibility model, and in this location flatted development is preferred in accordance with CS2 (Housing Provision), Core Strategy policies CS3 (Mix of Housing) and CS4 (Distribution of Housing).
- 6.5 The Borough of Stockport is currently in a position of housing under-supply with less than 4 years of supply. In addition to the requirement for a five-year supply set out in the National Planning Policy Framework (NPPF) and the housing target in Core Strategy Policy CS2 there is a significant and urgent need to increase the delivery of housing on vacant brownfield sites in line with recent government guidance on the matter. The provision of housing in this area would help to deliver sustainable development in accordance with both the Core Strategy and the NPPF.
- 6.6 The NPPF focuses on Town Centres as important locations in the delivery of residential development and amongst other things in Paragraph 23 identifies that "residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites;". In addition the provision of housing in such locations as this can deliver highly sustainable development which strongly reflects the 'golden' thread' of sustainability which runs through the NPPF.
- 6.7 The proposed scheme provides a balanced approach to the redevelopment of the site and unlike the owners recent withdrawn planning application (DC/063779) will provide a density and form in keeping with the surrounding buildings. Owner occupation remains a key aspiration of the Council, which will lead to a more sustainable neighbourhood by creating a market for local services in its location i.e. the indoor Market and increased food and beverage offer in Market Place. By creating higher quality developments, the Council can establish a neighbourhood of choice to live and invest in. In effect, the developments alongside other housing schemes (e.g. White Lion and Dumville Brow) will create a housing market in Market Place and Underbanks attractive to home ownership and private rented sector where none currently exists.

7. NEGOTIATIONS

- 7.1 Council officers and more recently staff from another party have been in communication with the current landowner of 1-3 Lower Hillgate since 2014 and despite various offers no agreement has been reached that will facilitate development.
- 7.2 The Council will continue attempts to reach private treaty with the owners (or any person who has the legal capacity to either redevelop the Property to the required housing standards or otherwise to dispose of the Property by voluntary means). In the event that this does not prove possible, the Council will, if authorised to do so and as a last resort, rely on the use of compulsory purchase powers to bring the Property back into beneficial use for housing accommodation.
- 7.3 Despite exhaustive enquiries and negotiations, and despite a planning application having been previously submitted and subsequently withdrawn, there has not yet been any person or persons whom have come forward with the necessary assurances and guarantees that the Property will be brought back into use (e.g. for residential use) within a reasonable timeframe and therefore it is considered that the use of compulsory purchase powers is seen as the last resort by which control over the future use of the Property can be controlled and is the reason for the Order having been made and submitted for confirmation.

7.4 SOCIAL, ECONOMIC AND ENVIRONMENTAL BENEFITS

- 7.5 Redevelopment of the property will significantly contribute to the economic, social and environmental well-being of Stockport Town Centre and wider region. The redevelopment of this key site will complement Stockport's Investing in Growth programme, which includes a number of projects such as Markets and Underbanks, RedRock, Stockport Exchange, and Hopes Carr/Covent Garden.
- 7.6 The redevelopment of this site will ensure that residents can benefit from improved housing standards and energy efficiency measures, ensuring reduced fuel bills and environmental impact i.e. reduced greenhouse emissions. Given its town centre location residents are also likely to utilise public transport further reducing the environmental impact.
- 7.7 Secured by Design is the UK Police flagship initiative supporting the principles of "designing out crime" by use of effective crime prevention and security standards. Research shows that Secured by Design can reduce burglary and car crime by 50% and criminal damage by 25%. It supports one of the Government's key planning objectives - the creation of secure, quality places where people wish to live and work. All newly built areas, including the Property, will seek to secure the police "Secured by Design" accreditation. Creating a town centre residential population will also ensure greater natural surveillance.
- 7.8 The redevelopment of the Property will also serve as a catalyst for improvements to other properties in the Town Centre which are in need of refurbishment and will serve to stimulate further private investment in the town. An increased number of town centre residents will also support the growth of local businesses, generating footfall throughout the day and into the evening thus supporting the development of the leisure economy.

8. HUMAN RIGHTS STATEMENT

- 8.1 Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way that is incompatible with the European Convention of Human Rights. Various convention rights are likely to be relevant to the Order, including -
- **Entitlement to a fair and public hearing** in the determination of a person's civil and political rights (Convention Article 6). This includes property rights and can include opportunities to be heard in the consultation process.
 - **Rights to respect for private and family life and home** (Convention Article 8). Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest.
 - **Peaceful enjoyment of possessions** (First Protocol Article 1). This right includes the right to peaceful enjoyment of property and is subject to the State's right to enforce such laws as it deems necessary to control the use of property in accordance with the general interest.
 - **Right to life**, in respect of which the likely health impacts of the proposals will need to be taken into account in evaluating the Scheme (Conversion Article 2).
- 8.2 The European Court has recognised that "*regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole*".
- 8.3 Both public and private interests are to be taken into account in the exercise of the Council's powers and duties as a local planning authority. Any interference with a Convention right must be necessary and proportionate.
- 8.4 Council officers are of the view that in pursuing this Order, the Council has carefully considered the balance to be struck between individual rights and the wider public interest. Any interference with Convention rights, if there is any, is considered to be justified in order to secure the economic, social, physical and environmental regeneration that the Scheme will bring. Appropriate compensation will be available to those entitled to claim it under the relevant provisions of the national compensation code.

9. CABINET CONCLUSIONS AND RECOMMENDATIONS

- 9.1 The redevelopment of the site is critical to the ongoing regeneration of Market Place and Underbanks, providing environmental, economic and social wellbeing to the area. If acquisition of the property is not achieved by private treaty the intention is for the Council making (execution) of the CPO with 6 months of the Council resolution. Subject to challenge, the redevelopment of the property could commence in 18-24 months from the Council resolution.
- 9.2 That the Cabinet considers the contents of this report and approves the following recommendations:
- (i) Subject to securing an appropriate indemnity agreement as described at paragraph 3.2 above, that the Council makes a Compulsory Purchase

Order under Section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) and the Acquisition of Land Act 1981 and other relevant powers (“CPO”) to secure the compulsory acquisition of the land shown edged red on the plan at Appendix 1 of this report to acquire all outstanding interests in the land [and to acquire and create new rights] which would facilitate and enable viable and deliverable development in connection with the creation of a residential led development in order to improve the Borough's environmental, economic and social wellbeing.

- (ii) Delegates to the Corporate Director for Place Management & Regeneration to take all necessary actions to secure the making, confirmation and implementation of the CPO to :
 - Agree terms with a third party to indemnify the Council against any and all costs arising from the compulsory purchase order and subsequent redevelopment.
 - Make, if necessary, minor or technical amendments to the Compulsory Purchase Order.
 - Modify and settle the draft Statement of Reasons, the Order Map and Order Schedule as necessary to finalise before submission.
 - Request confirmation of the CPO with or without modifications.
 - Approve agreements with landowners setting out the terms for withdrawal of objections to the CPOs, including where appropriate seeking exclusion of land from the CPO.
 - Confirm the order, if he/she is satisfied that it is appropriate to do so and in the event that the Secretary of State notifies the Council that it has been given the power to confirm the Order.
 - Approve any agreements with in order to secure the withdrawal of their objection
 - Confirm the CPO should no objections be received and the Secretary of State confirms that the Council may do so
 - Agreeing to promote any modifications should this be expedient
 - Agreeing confirmation of the CPO with modifications if it appears expedient to do so
 - If the question of compensation is referred to the Upper Tribunal, to take all necessary steps in relation thereto
- (iii) Delegates to the Corporate Director for Place Management & Regeneration to take all and any necessary actions to approve the purchase price, advance payments and all other compensation payments payable in respect of land and buildings included in the CPO, and to authorise acquisitions by agreement where the use of compulsory purchase powers is in contemplation
- (iv) That upon acquisition, the land acquired under the Order be held for planning purposes and vested in the Investment and Development Account.
- (v) That compensation for those with a compensatable interest will be paid in accordance with the law on compulsory purchase (or payments as are deemed reasonable in the circumstances) and the provision of property or services in lieu of compensation, in contemplation of the Order being made.

- (vi) Authorise the Head of Legal and Democratic Services to do all things necessary or incidental to the implementation of the above resolutions

10. SCRUTINY RECOMMENDATIONS

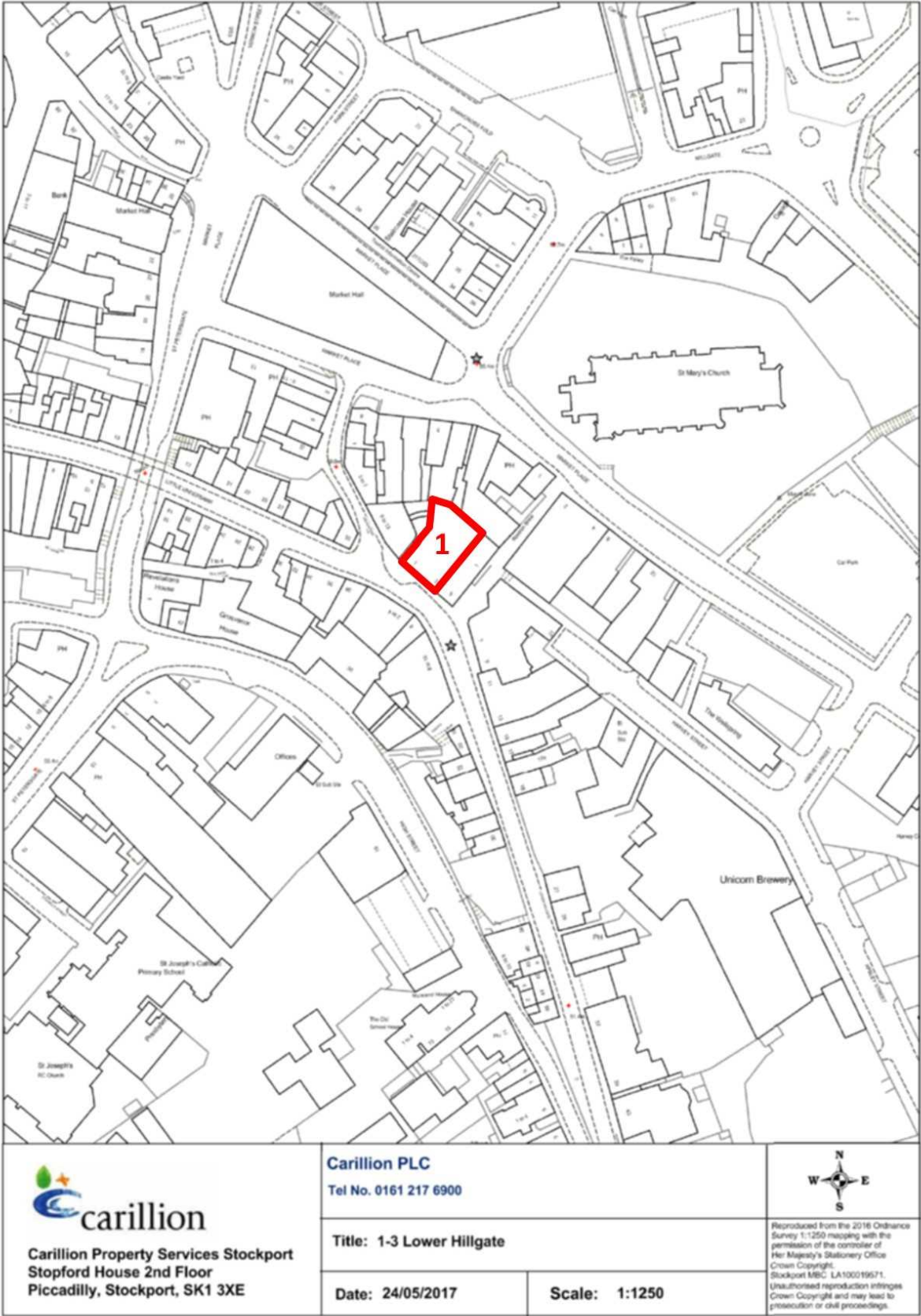
- 10.1 That the scrutiny committee comments on the contents of this report.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact George Perrin on Tel: 0161-474-4510 or by email on george.perrin@stockport.gov.uk

APPENDIX 1



APPENDIX 2



1-3 Lower Hillgate

Agenda Item 11.

Corporate, Resource Management &
Governance Scrutiny Committee
Economy & Regeneration Scrutiny Committee

Meeting: 1 August 2017

3 August 2017

COMPULSORY PURCHASE ORDER: MANSION HOUSE CHAMBERS, HIGH STREET, STOCKPORT

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION

- 1.1. This report seeks authority to proceed with the acquisition, if necessary by compulsory purchase, and subsequent disposal of Mansion House Chambers, High Street, Stockport, SK1 1LQ and adjacent land on High Street (the "Property") to enable its redevelopment for residential purposes subject to securing an indemnity agreement from a development partner. Mansion House is show edged orange and marked "1" in appendix 1 and the adjacent land on High Street is edged red and marked "2" on the plan in Appendix 2. This will support the regeneration of the Market Place and Underbanks area and generally and more specifically Russell Morley House.

2. BACKGROUND

- 2.1. In September 2014 the Executive, in considering the Report of the Corporate Director for Place Management & Regeneration 'Market Place and Underbanks Regeneration Strategy and Investment Proposals', agreed to give delegated authority to the Corporate Director for Corporate and Support Services and the Corporate Director for Place Management and Regeneration in consultation with the Executive Councillor (Corporate, Customer and Community Services) and Executive Councillor (Economic Development and Regeneration) to:
- progress with any necessary scheme and building design and, with the assistance of the Council's Strategic Property Partner, proceed with the procurement of suitable contractors and partners to deliver the strategy;
 - settle the final terms of any occupational leases for the proposed tenants of the units (to include rent free periods and assistance with the costs of fitting out as deemed necessary to secure the appropriate tenant mix);
 - settle the final terms of any further acquisitions required to facilitate the strategy and, if acquisitions cannot be achieved by agreement, to authorise the making and service of a Compulsory Purchase Order;
 - agree the further procurement of consultants as may be required to deliver the scheme; and,
 - take any action needed to resolve any issues that may hinder the delivery of this strategy within the planned budget.
- 2.2. Since the original Executive decision, the Executive Councillors posts and the Directors posts have changed. The current equivalent posts are:
- Director for Place Management and Regeneration

- Deputy Chief Executive (Inheritor of Director of CSS delegations for property)
 - The Executive Member for Economic Development and Regeneration
 - The Leader (Inheritor of the defunct role of Executive Member for Corporate Customer and Community Services)
- 2.3. The Council's Executive approved the use of prudential borrowing to finance an investment strategy of up to £7m for the Market Place & Underbanks in September 2014. The focus of this investment was to create an enhanced physical environment and create a vibrant retail, cultural and residential destination around the Market Place, Underbanks and Lower Hillgate area. The Executive Decision highlighted that the Council would take an active role with acquisition, redevelopment, refurbishment, letting and resale to attract independent retail and develop selected property for residential use.
- 2.4. Market Place and Underbanks is a key component to the Town Centre regeneration programme, offering a unique environment due to its medieval streets populated with characterful buildings and rich tapestry of history. This area provides Stockport with an offer that differentiates itself from other Town Centres, accommodating niche retail, apartments and burgeoning food and beverage offer. The regeneration of this area is therefore of high importance and has previously been the focus of key initiatives such as the Portas Pilot in 2012, which encouraged specialist shops, creative industries with the aim to re-establish the footfall and bustling communities that had once existed. Market Place and Underbanks has a uniqueness that can be further brought out and reinforced with residential development, supporting its reinvention.
- 2.5. Stockport Council has a clear ambition 'Brownfield First', which is to continue to support and promote an approach to development, which priorities development of brownfield land, placing an increased emphasis on the importance on delivery. Russell Morley House and 6 Lower Hillgate closely aligns with this ambition and through the inclusion of Mansion House Chambers will enable a derelict site to be brought back into use.
- 2.6. The required purchase of Mansion House Chambers is a result of the Council's decision to bring forward regeneration in the Town Centre and 'Brownfield First' with targeted strategic interventions within the Market Place and Underbanks area. A key aim of this includes increasing the residential population within the Town Centre, which includes promoting residential developments within the Lower Hillgate area, which encompasses the Property.
- 2.7. The vitality of an area is often judged by its environment and level of voids: within the Lower Hillgate area which includes several notable derelict properties such as 1-3 Lower Hillgate and Russell Morley House, alongside the demolished 6 Lower Hillgate. The Council is seeking to address the level of voids by virtue of the combined redevelopment of Russell Morley House, 6 Lower Hillgate and Mansion House Chambers, hence the requirement to acquire, if necessary by CPO, the property to ultimately improve the environmental and social wellbeing of the area. The Council has assessed whether there is another way in which it might achieve its aims including the use of statutory notices but that this is not appropriate in this instance.
- 2.8. 6 Lower Hillgate and Russell Morley House are within Council ownership and are adjoined to Mansion House Chambers. Any redevelopment of 6 Lower

Hillgate and Russell Morley House necessitates the inclusion of the locally listed Mansion House Chambers to ensure the schemes viability, reduce the barriers to delivery, whilst also ensuring a comprehensive redevelopment that provides greater regeneration benefits. This development also requires the inclusion of adjacent land along High Street to provide parking provision associated with the proposed apartment redevelopment.

- 2.9. The Council endeavours to persuade owners to sell or make improvements to their assets where there is a need for regeneration; however, negotiations to acquire the property commenced with the owner in November 2016 and to date these have not been successful and compulsory purchase powers may be required as a last resort to secure the redevelopment of the Property. In this case, the need to seek authorisation to acquire the Property and to use the Council's compulsory purchase powers (if required) has arisen due to the regeneration outcomes that can be achieved through redevelopment of the site for residential use which can be achieved within a reasonable period if the Council and/or a developer partner takes control of the redevelopment.
- 2.10. There is a compelling case in the public interest for the purchase, making and confirmation of the Order to acquire the Property. Subject to the Council being unable to acquire the property by negotiation, the Order will enable the Council, as a method of last resort and upon confirmation of the Order, to exercise compulsory purchase powers to acquire the property for disposal to a competent purchaser(s) capable of bringing forward redevelopment for residential use.

3. FINANCIAL IMPLICATIONS

- 3.1 Having regard to the risks, and the need to put in place a financial basis for progressing with compulsory purchase orders, the Council's Executive 30 September 2014 committed £7m to the regeneration of Market Place and Underbanks area which supported the acquisition of the White Lion hotel and 29-35 Little Underbank. In delivery of the strategic approach to the regeneration of the Market Place and Underbanks area, the Executive Decision authorised the use of Compulsory Purchase powers if acquisitions cannot be achieved by agreement.
- 3.2 Scheme proposals have been worked up with partners via an open market process and the indicative costings involved in acquisition and subsequent improvement of the properties have been appraised as viable and deliverable within the capital budget the Council has for the markets and underbanks scheme, even if the Council had to develop the proposals themselves. Therefore the Council is in possession of the necessary capital resources to acquire the Property to support the compulsory purchase process and subsequent improvement of the Property and is committed to providing this funding at such time as the use of compulsory purchase powers are needed to be exercised. The intention is however to seek agreement from a third party to indemnify the Council against any and all costs arising from the compulsory purchase order and subsequent redevelopment.

4. STATUTORY POWERS AND GUIDANCE

- 4.1 S226(1)(a) of the Town and Country Planning Act 1990 enables a local authority to acquire land compulsorily, subject to confirmation by the Secretary of State, where it is necessary in order to acquire property to bring about social and environment improvement to the area, by bringing empty and derelict dwellings back into beneficial residential use.
- 4.2 The “Guidance on Compulsory Purchase Process and The Crichel Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion” advises that an acquiring authority should only make a compulsory purchase order where there is a compelling case in the public interest to do so. The Council is satisfied that there is a compelling case in the public interest for confirmation of the Order and that the Order, if confirmed, would strike an appropriate balance between public and private interests.
- 4.3 Nevertheless, the Council will continue to ensure that all reasonable attempts are made to acquire the Property by agreement in parallel with the compulsory purchase process. This approach of making the Order and, in parallel, conducting negotiations to acquire the Property by agreement is designed to facilitate delivery of the Property being improved, renovated and brought back into beneficial residential use at the earliest opportunity and is in accordance with compulsory purchase guidance and best practice.

5. THE COUNCIL PURPOSE FOR ACQUIRING THE LAND

- 5.1 The acquisition of Mansion House Chambers and adjacent land on High Street will support the vision outlined in the Market Place and Underbanks Master Plan (Urban Vision, 2015), which has no planning status. However the National Planning Policy Framework (NPPF) focuses on Town Centres as important locations for the delivery of new housing and amongst other things in Paragraph 23 identifies that “residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites;”. Both sites are located within the Lower Hillgate area, which has the highest void levels in Market Place and Underbanks. This central cluster of voids detracts from the surrounding area and risks further spiralling decline unless targeted interventions can be realised.
- 5.2 Mansion House Chambers is required to facilitate the redevelopment of a wider site that includes Russell Morley House (8-16 Lower Hillgate) and 6 Lower Hillgate. 6 Lower Hillgate and Russell Morley House are currently derelict and were acquired by the Council to facilitate their redevelopment. Following a comprehensive marketing campaign, it has been determined that the redevelopment of 6 Lower Hillgate and Russell Morley House in isolation is unviable. Mansion House Chambers conversion to apartments is required to ensure viability through a larger scheme delivering a comprehensive development that can generate greater benefits. The redevelopment of this site will arrest the decline in the environmental and social wellbeing in the area.

6. PROPOSALS

- 6.1 The Market Place and Underbanks Master Plan (Urban Vision, 2015), proposed interventions in these gaps sites with a focus primarily on attracting residential use for the purposes of delivering housing in the town centre to meet the requirements of Paragraph 23 of the NPPF, as noted above, and to help deliver the ‘golden thread’ of sustainable development which runs through that

document. Increasing the residential population would generate footfall both day and night and support the wider vision to enhance the food and beverage offer, which is predominantly located in the Market Place area.

- 6.2 Whilst other uses have been considered for the site, a residential led development closely reflects the Market Place and Underbanks Master Plan (Urban Vision, 2015) vision 'Repopulating the heart' for Lower Hillgate. The primary focus of this vision was on creating a large residential population that would take advantage of the other services in the area.
- 6.3 Mansion House Chambers is located within Market and Underbanks Conservation Area. The restoration of Mansion House Chambers is in keeping with the key strategic policy issues in heritage/conservation terms affecting the property, as set out under Core Strategy Policy CS8 (Safeguarding and Improving the Environment), and also under Development Management Policy SIE -3 (Protecting, Safeguarding and Enhancing the Environment) in section D Protecting the Historic Environment (p116-17 and 121-122).
- 6.4 The Property will be housing led development, which in the Town Centre is covered under Core Strategy Policies CS4 (Mix of Housing) and H3 (Affordable Housing). The property score around 88 when assessed against the Council's accessibility model, and in this location flatted development is preferred in accordance with CS2 (Housing Provision), Core Strategy policies CS3 (Mix of Housing) and CS4 (Distribution of Housing).
- 6.5 The Borough of Stockport is currently in a position of housing under-supply with less than 4 years of supply. In addition to the requirement for a five-year supply set out in the NPPF and the housing target in Core Strategy Policy CS2 there is a significant and urgent need to increase the delivery of housing on vacant brownfield sites in line with recent government guidance on the matter. The provision of housing in this area, would help to deliver sustainable development in accordance with both the Core Strategy and the NPPF.
- 6.6 The proposed scheme provides a balanced approach that will see the restoration of Mansion House Chambers, enabling the redevelopment of Russell Morley House and 6 Lower Hillgate. The redevelopment will provide a density and form in keeping with the surrounding buildings. Owner occupation remains a key aspiration of the Council, which will lead to a more sustainable neighbourhood by creating a market for local services in its location i.e. the indoor Market and increased food and beverage offer in Market Place. By creating higher quality developments, the Council can establish a neighbourhood of choice to live and invest in. In effect, the developments alongside other housing schemes (e.g. White Lion and Dumville Brow) will create a housing market in Market Place and Underbanks attractive to home ownership and private rented sector where none or little currently exists.

7. NEGOTIATIONS

- 7.1 The Council and Roger Hannah & Co have been in discussions with the owner of Mansion House Chambers but no agreement to sell has yet been reached.
- 7.2 The Council will continue attempts to reach private treaty with the owner (or any person who has the legal capacity to either redevelop the Property to the required housing standards or otherwise to dispose of the Property by voluntary means). In the event that this does not prove possible, the Council will, if

authorised to do so and as a last resort, rely on the use of compulsory purchase powers to bring the Property back into beneficial use for housing accommodation.

- 7.3 Despite exhaustive enquiries and negotiation attempts there is still no prospect of any person or persons have yet coming forward with the necessary assurances and guarantees that the Property can be acquired by negotiation and brought back into use (e.g. for residential use) within a reasonable timeframe. It is therefore considered that the use of compulsory purchase powers is seen as the last resort by which control over the future use of the Property can be controlled and is the reason that the resolution is being sought.

8. SOCIAL, ECONOMIC AND ENVIRONMENTAL BENEFITS

- 8.1 Development of the property will significantly contribute to the economic, social and environmental well-being of Stockport Town Centre and wider region. The redevelopment of these key sites will complement Stockport's Investing in Growth programme, which includes a number of projects such as Markets and Underbanks, RedRock, Stockport Exchange, and Hopes Carr/Covent Garden.
- 8.2 The redevelopment of the sites will ensure that residents can benefit from improved housing standards and energy efficiency measures, ensuring reduced fuel bills and environmental impact i.e. reduced greenhouse emissions. Given its town centre location residents are also likely to utilise public transport further reducing the environmental impact.
- 8.3 Secured by Design is the UK Police flagship initiative supporting the principles of "designing out crime" by use of effective crime prevention and security standards. Research shows that Secured by Design can reduce burglary and car crime by 50% and criminal damage by 25%. It supports one of the Government's key planning objectives - the creation of secure, quality places where people wish to live and work. All newly built areas will seek to secure the police "Secured by Design" accreditation. Creating a town centre residential population will also ensure greater natural surveillance.
- 8.4 The development of the subject Property will also serve as a catalyst for other improvements to properties in the Town Centre in need of refurbishment and will serve to stimulate further private investment in the town. An increased number of town centre residents will also support the growth of local businesses, generating footfall throughout the day and into the evening thus supporting the development of the leisure economy.

9. HUMAN RIGHTS STATEMENT

- 9.1 Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way that is incompatible with the European Convention of Human Rights. Various convention rights are likely to be relevant to the Order, including -
- **Entitlement to a fair and public hearing** in the determination of a person's civil and political rights (Convention Article 6). This includes property rights and can include opportunities to be heard in the consultation process.

- **Rights to respect for private and family life and home** (Convention Article 8). Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest.
- **Peaceful enjoyment of possessions** (First Protocol Article 1). This right includes the right to peaceful enjoyment of property and is subject to the State's right to enforce such laws as it deems necessary to control the use of property in accordance with the general interest.
- **Right to life**, in respect of which the likely health impacts of the proposals will need to be taken into account in evaluating the Scheme (Conversion Article 2).

9.2 The European Court has recognised that "*regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole*".

9.3 Both public and private interests are to be taken into account in the exercise of the Council's powers and duties as a local planning authority. Any interference with a Convention right must be necessary and proportionate.

9.4 If the CPO powers are required, officers are of the view that in pursuing this Order, it has carefully considered the balance to be struck between individual rights and the wider public interest. Any interference with Convention rights, if there is any, is considered to be justified in order to secure the economic, social, physical and environmental regeneration that the Scheme will bring. Appropriate compensation will be available to those entitled to claim it under the relevant provisions of the national compensation code.

10. CONCLUSIONS AND RECOMMENDATIONS

10.1 The redevelopment of the site is critical to the ongoing regeneration of Market Place and Underbanks, providing environmental, economic and social wellbeing to the area. If acquisition of the property is not achieved by private treaty, the intention is for the Council to make the CPO with 6 months of the Council resolution. Subject to challenge, the redevelopment of the property could commence in 18-24 months from the Council resolution.

10.2 That the Cabinet considers the contents of this report and approves the following recommendations:

1. Subject to securing an appropriate indemnity agreement as described at paragraph 3.2 above that the Council makes a Compulsory Purchase Order under Section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) and the Acquisition of Land Act 1981 and other relevant powers ("CPO") to secure the compulsory acquisition of the land shown edged orange on the plan at Appendix 1 and edged red in appendix 2 of this report to acquire all outstanding interests in the land [and to acquire and create new rights] which would facilitate and enable viable and deliverable development in connection with the creation of a residential led development in order to improve the Borough's environmental, economic and social wellbeing.

2. Delegates to the Corporate Director for Place Management & Regeneration to take all necessary actions to secure the making, confirmation and implementation of the CPO to :
 - Agree terms with a thirdparty to indemnify the Council against any and all costs arising from the compulsory purchase order and subsequent redevelopment.
 - Make, if necessary, minor or technical amendments to the Compulsory Purchase Order.
 - Modify and settle the draft Statement of Reasons, the Order Map and Order Schedule as necessary to finalise before submission.
 - Request confirmation of the CPO with or without modifications.
 - Approve agreements with landowners setting out the terms for withdrawal of objections to the CPOs, including where appropriate seeking exclusion of land from the CPO.
 - Confirm the order, if he/she is satisfied that it is appropriate to do so and in the event that the Secretary of State notifies the Council that it has been given the power to confirm the Order.
 - Approve any agreements with in order to secure the withdrawal of their objection
 - Confirm the CPO should no objections be received and the Secretary of State confirms that the Council may do so
 - Agreeing to promote any modifications should this be expedient
 - Agreeing confirmation of the CPO with modifications if it appears expedient to do so
 - If the question of compensation is referred to the Upper Tribunal, to take all necessary steps in relation thereto
3. Delegates to the Corporate Director for Place Management & Regeneration to take all and any necessary actions to approve the purchase price, advance payments and all other compensation payments payable in respect of land and buildings included in the CPO, and to authorise acquisitions by agreement where the use of compulsory purchase powers is in contemplation
4. That upon acquisition, the land acquired under the Order be held for planning purposes and vested in the Investment and Development Account.
5. That compensation for those with a compensatable interest will be paid in accordance with the law on compulsory purchase (or payments as are deemed reasonable in the circumstances) and the provision of property or services in lieu of compensation, in contemplation of the Order being made.
6. Authorise the Head of Legal and Democratic Services to do all things necessary or incidental to the implementation of the above resolutions

11. SCRUTINY RECOMMENDATIONS

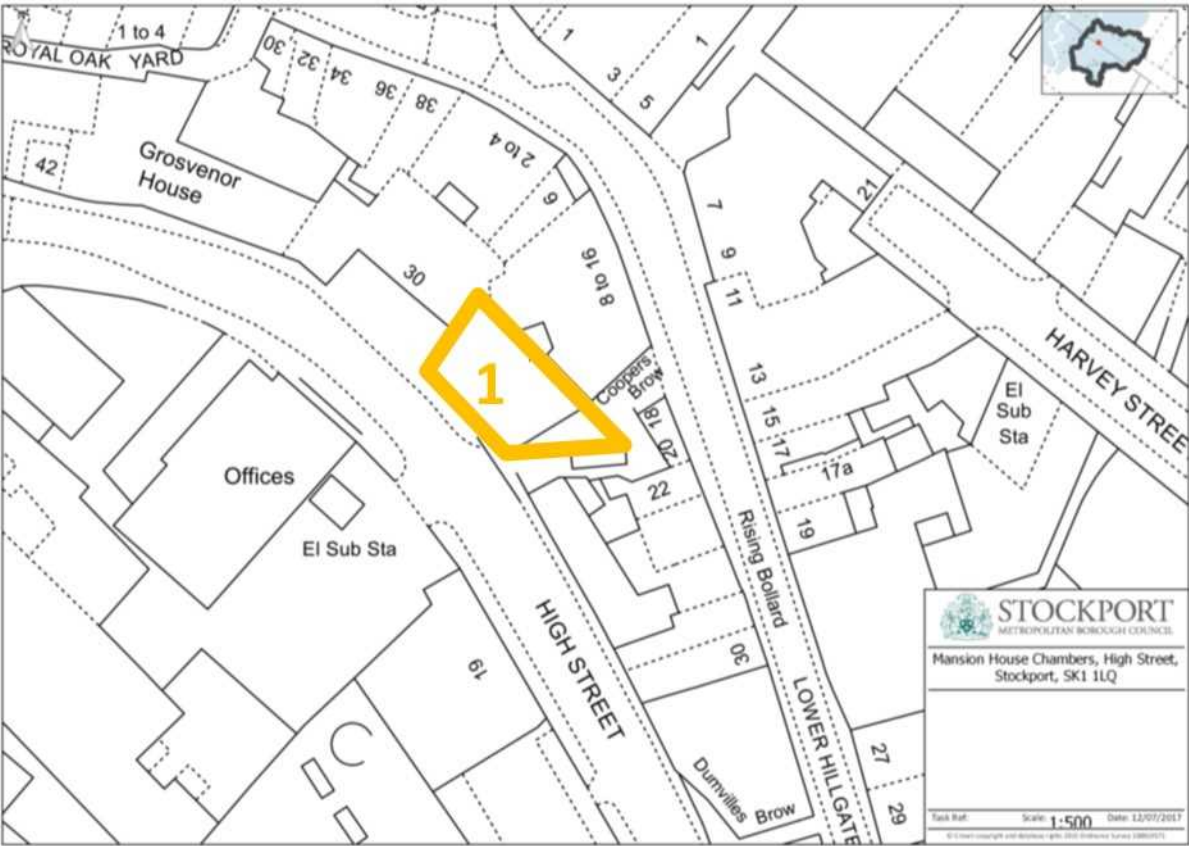
- 11.1 That the scrutiny committee comments on the contents of this report.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact George Perrin on Tel: 0161-474-4510 or by email on george.perrin@stockport.gov.uk

APPENDIX 1



APPENDIX 2



This official copy is incomplete without the preceding notes page.

APPENDIX 3



Mansion House Chambers



Land adjacent to Mansion House Chambers along High Street



Russell Morley House



Russell Morley House and 6 Lower Hillgate

STOCKPORT EXCHANGE PHASE 3

Report of the Corporate Director of Place Management and Regeneration and the Borough Treasurer

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 The report seeks authority to progress with the speculative development of Stockport Exchange Phase 3, utilising prudential borrowing. This decision is being sought in light of the success of Stockport Exchange Phase 2, where there was greater demand than the office building was capable of accommodating and the current letting profile. The report also seeks to commence the demolition works upon Vacant possession of Cineworld, which will provide the required land to construct Stockport Exchange Phase 3 and associated public realm and to progress Stockport Exchange Phase 6 to planning only.

The letting report (Appendix 2), financial appraisal (Appendix 3) and the legal and financial structure (Appendix 4) are confidential by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 in respect of which the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

2.0 BACKGROUND

- 2.1 In January 2011 the Council acquired Stockport Exchange (formerly Grand Central) and commenced a programme of redevelopment with development partner Muse Developments Limited. Following various reports to the Executive the first two Phases of redevelopment have been concluded satisfactorily.
- 2.2 Phase 1 comprised a 1000 space multi-storey car park (MSCP). This was funded via a transaction with Canada Life Limited and pre let to NCP. The Council secured the funding by underwriting the transaction via a lease structure and also obtained a £5.0 m grant towards the capital cost from the Department for Transport. The MSCP is open and trading satisfactorily. Importantly the scheme released the necessary land for Phase 2.
- 2.3 Phase 2 commenced on site in September 2015 and comprises 40,000 sq ft of offices together with a convenience store and café, public realm and a 115-bedroom hotel. The offices were completed in October 2016 and were fully let by the end of May 2017. Stagecoach have taken three floors with the first floor let to Music Magpie. The café is let to Cafelito. All these three are fitting out and the building should be in full occupation and use by September 2017. The Hotel opened in December 2016 and is trading above the expectations that were set out when the Executive decision to progress was made.
- 2.4 New Economy estimate that the annual gross value added of the scheme is £9.5m with a net present value over 25 years of £150m.
- 2.4 The current occupations and financial modelling for Phase 2 are positive and albeit that risks remain the Council has reason to view the funding of the speculative development of Phase 3 in order to deliver Grade A office space with confidence.

3.0 PHASE 3

3.1 Cineworld

- 3.1.1 The plan and information in Appendix 1 provides details on the Phase 3 proposals and demonstrates that Phase 3 will entail the demolition of the existing cinema. Negotiations have been held with Cineworld and it is agreed that this cinema will close as the new Light cinema at Redrock opens in November 2017. The costs of demolition are contained within the overall costs of the scheme and will be rolled up into the Infrastructure Fund in accordance with the terms of the Development Agreement.

3.2 PHASE 3 PROPOSAL

- 3.2.1 Based on the success of Phase 2 and the masterplan (see Appendix 1) it is proposed to build an office of 50,000 sq. ft. approximately with a “live use” on the ground floor – probably retail. Details of the proposal are in Appendix 1.
- 3.2.2 The letting report (see Appendix 2) provides a clear letting profile but also makes clear that traditional institutional funding is still not available for speculative office development. Accordingly, although Muse continue to seek such funding, if the Council wishes to maintain momentum and indeed secure the provision of Grade A offices, the clear way forward is for the Council to provide funding itself, as it has successfully done for Phase 2. An independent report will be commissioned prior to commencing works that details, amongst other things, that by making the proposed investment in the manner proposed, on these terms and at this time, the Council would be acting as would an ordinary market investor.
- 3.2.3 Given a car parking ratio of 1 space: 1000 sq ft, it will not be necessary to create the proposed deck car park on the car park known as CP1A as part of Phase 3. However, the Council should retain this as an option given that car parking proved to be an issue in pursuing the successful letting of the Phase 2 offices. This would involve creating some 350 spaces by way of a decked car park as proposed by the masterplan. As it serves the future development it would have to be forward funded with the costs held in the infrastructure account pending completion of the overall scheme and future Phases.
- 3.3.5 Members will understand that, notwithstanding any funding from the Council, Muse together with the Council will be examining all other options to bring forward the scheme independently. For example, all pre letting opportunities are vigorously pursued as a matter of course.

4.0 PHASE 6

- 4.1.1 As the masterplan shows it is intended to acquire the buildings fronting the A6 to complete the site and improve the appearance from the A6. On 26 April 2016 the Executive (now Cabinet) approved, amongst other things, the acquisition of the interests on the A6 and if needs be the making of a compulsory purchase order.
- 4.1.2 Since then progress in acquiring the relevant interests has been slow, in part caused by a lack of belief that the scheme will progress this far. Accordingly, it is recommended that planning be sought for Phase 6 as well. This will underpin any required CPO.

5.0 FINANCIAL MODELLING

5.1.1 As with Phase 2 there are broadly two options to finance the development with Council support:

1. The Council could dispose of the leasehold interest in the building to a private investor / funder in return for a receipt that would pay for the cost of the development and create a day one surplus. The funder would sublet back to the Council a similar interest in return for the payment of a fixed rent, including annual increases, and thus the funder would recover its investment over the time period. The rental obligations from the Council could be partly subsidised by the receipt from the funder and the remainder from the income the Council can generate from under-letting the building. In effect the Council would be providing the private investor / funder with the Council's covenant strength to repay the fixed rent. It would not be proposed that the Council occupy the building but would seek to under-let the office to a third party (ies) on commercial market terms that would be in excess of the fixed rent payable to the private investor / funder.

This option was suitable for Phase 1 (the MSCP) on the basis that the Council was able to negotiate in effect a pre-let to the car park operator. However, as detailed above, the likelihood of agreeing a pre-let would be small and as such the Council would have to underwrite the rent, would pay a premium for financing costs and would be tied into an agreement that would be in the region of 40 years with upward only increases in rent payable.

2. The Council could use Prudential Borrowing to finance the development and retain the asset. The Council could then choose to hold the asset long term or to dispose of it when the capital value exceeded the outstanding debt. For Phase 2 our advisors estimated that this would be in within 5-6 years. However, from our Phase 2 experience, it is believed that we could make a capital profit much earlier.

This option is more favourable as it would allow the Council to access loan rates from the Public Works Loans Board and also provide more flexibility in terms of future disposals and profiling of debt and interest payments.

5.1.2 Detailed financial modelling has been completed on the letting and occupancy profiles as provided by the Council's development partner and external advisors. Details of this modelling are provided at Appendix 3 (confidential paper) and is summarised below. It should be noted that the capital requirements are still indicative and will be finalised once the scheme has been tendered and a contract agreed / awarded.

5.1.3 Current PWLB interest rates have been used with a small contingency applied for any upward interest rate risk prior to the scheme development and a discounted cash flow methodology has been used to reflect the present value of the cash flows (net present value). A basic annuity repayment profile over 30 years has been modelled.

5.1.4 The capital requirement for Phase 3 is expected to be in the region of between £17.256m and £18.226m dependent on the sensitivity of the final construction costs which will only be known once tenders have been received. The external advisors have provided three letting profiles for the office building as detailed in Appendix 2. These scenarios reflect different letting profiles, incentives to be offered, void rates and the amount of rent deemed achievable.

5.1.5 A careful appraisal has been undertaken and is contained within Appendix 3. Appropriate sensitivity analysis has been included. The realistic option has been used for the base appraisal and this scenario indicates a positive financial assessment i.e. the discounted income flows exceed the borrowing repayments and other operational costs over 30 years. The worst case scenario does result in a negative financial assessment over 30 years however all scenarios do not allow for a residual value at the end of the term.

5.1.6 The forward funding of the initial development costs required to take phase 6 to planning is £250,000.

6.0 LEGAL STRUCTURE

6.1 It is currently proposed that a similar legal structure be employed to that which was successfully used for Phase 2, and which is included in Appendix 4.

7.0 RISK ASSESSMENT

7.1 The proposal that Council provides support for this phase of the development clearly brings with it risks. While phase 2 has been successful care needs to be taken that the success of Phase 2 does not result in optimism bias for Phase 3. The risks identified for phase 2, included below, are still relevant for Phase 3 and indeed there are other risks identified with regard to the changes as a result of the EU referendum and current unknown risks may be identified as the project develops.

7.2 If the anticipated office demand is not realised and the building remains partly or wholly un-let this would hinder the ability to service the borrowing costs and could result in a potential liability for other operating costs that would normally be recharged to the occupiers. In addition given that the eventual value of the asset created will be directly linked to the occupation of the building (letting terms and covenant strength of the tenants) there is a risk that the capital value of the asset may be less than the total development costs. The Council's ability to be a patient investor will be important in mitigating this risk and our ability to choose and maximise our exit strategy will be crucial in mitigating this risk.

7.3 It is considered that the above letting risks are mitigated by the prudent approach taken in forecasting the letting and occupancy levels utilised within the financial modelling. The letting and occupancy profiles have been informed by expert external advisors and are felt to be both robust and detailed. As detailed in Appendix 2, the letting and occupancy profiles reflect market intelligence and are felt to reflect current demand in Stockport for the type of office accommodation proposed.

7.3 The development agreement for the Grand Central site contained site valuations for each of the proposed phases of development to enable the original purchase price for Grand Central to be recouped. Significant progress has been made with regard to previous phases and included within the financial appraisals is a further contribution to offset to reduce the debt associated with the original purchase price. In addition the appraisals also contain a significant contribution to the infrastructure development of the site.

7.4 The capital requirements indicated above are current best estimates but will only be confirmed once tenders have been received for the capital works. As

such there is a risk that the capital requirement could increase. Once tenders have been accepted the risk on construction management (cost/programme) will be held by Muse Developments.

- 7.5 There are also risks in terms of current macro-economic volatility that could impact on the interest rate on new borrowing. Contingency has been built in to the appraisals however debt management costs could increase during the period before contract award. In addition there is a macro risk that the negotiations with regard Brexit could impact upon the commercial property sector.
- 7.6. There is also a risk that the development of phase three at Stockport Exchange is perceived as being at odds with the revenue challenges facing the Council over the next few years. Sensitivity analysis on the letting / occupancy profiles has been completed and a prudent view has been taken. Positive financial positions are forecast the development which limits the risk of the Council's revenue budget and medium term financial plan being adversely affected by the Council's significant involvement in the office developments. The ability of the Council to prudently utilise its borrowing facilities to proactively invest in Stockport will, it is believed, act as a catalyst to bring others into the market and create additional employment and training opportunities within the Town Centre.
- 7.6 There are also regeneration risks with not proceeding now and building upon the momentum created so far. There is a risk that development elsewhere overtakes Stockport Exchange as a strategic location and that Stockport Town Centre is increasingly unpopular as a place to do business Through the Council's intervention accelerated delivery of the development will be achieved thereby allowing the Council to control the pace of development rather than wait for the market to deliver. If the Council does not fund the development it risks delaying not only this site but the Town Centre generally and puts at risk the Council's regeneration ambitions.
- 7.7 Given the above a model of continuous risk assessment and appraisal will be adopted throughout the development process which will align with a number of gateway decisions that will allow the Council to re-assess the risks and limit the Council's exposure if the risks or appraisals change. The most notable gateway decision will occur once tender prices are received which will ensure that the Council can re-assure itself of the risk and financial analysis prior to exposing itself to any significant financial risks.

8.0 RECOMMENDATION

The Cabinet is recommended to:

- agree to the demolition works upon vacant possession of Cineworld;
- progress the development of Phase 3 utilising prudential borrowing, and on the abovementioned terms;
- progress planning for Phase 6 in tandem with Phase 3; and
- to authorise the Deputy Chief Executive and Corporate Director of Place Management and Regeneration, in consultation with the Leader of the

Council and the Cabinet Member for Economy and Regeneration to take such actions (including the agreement of documents, and all terms thereof) as are necessary to progress Phase 3 and the planning for Phase 6 to a successful completion.

BACKGROUND PAPERS

There are none.

Anyone wishing to inspect the above background papers or requiring further information should contact George Perrin on Tel: 0161-474-4510 or by email on george.perrin@stockport.gov.uk

stockport exchange



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

INVESTING
INSTOCKPORT



Outline Approved Masterplan



Existing Site Layout

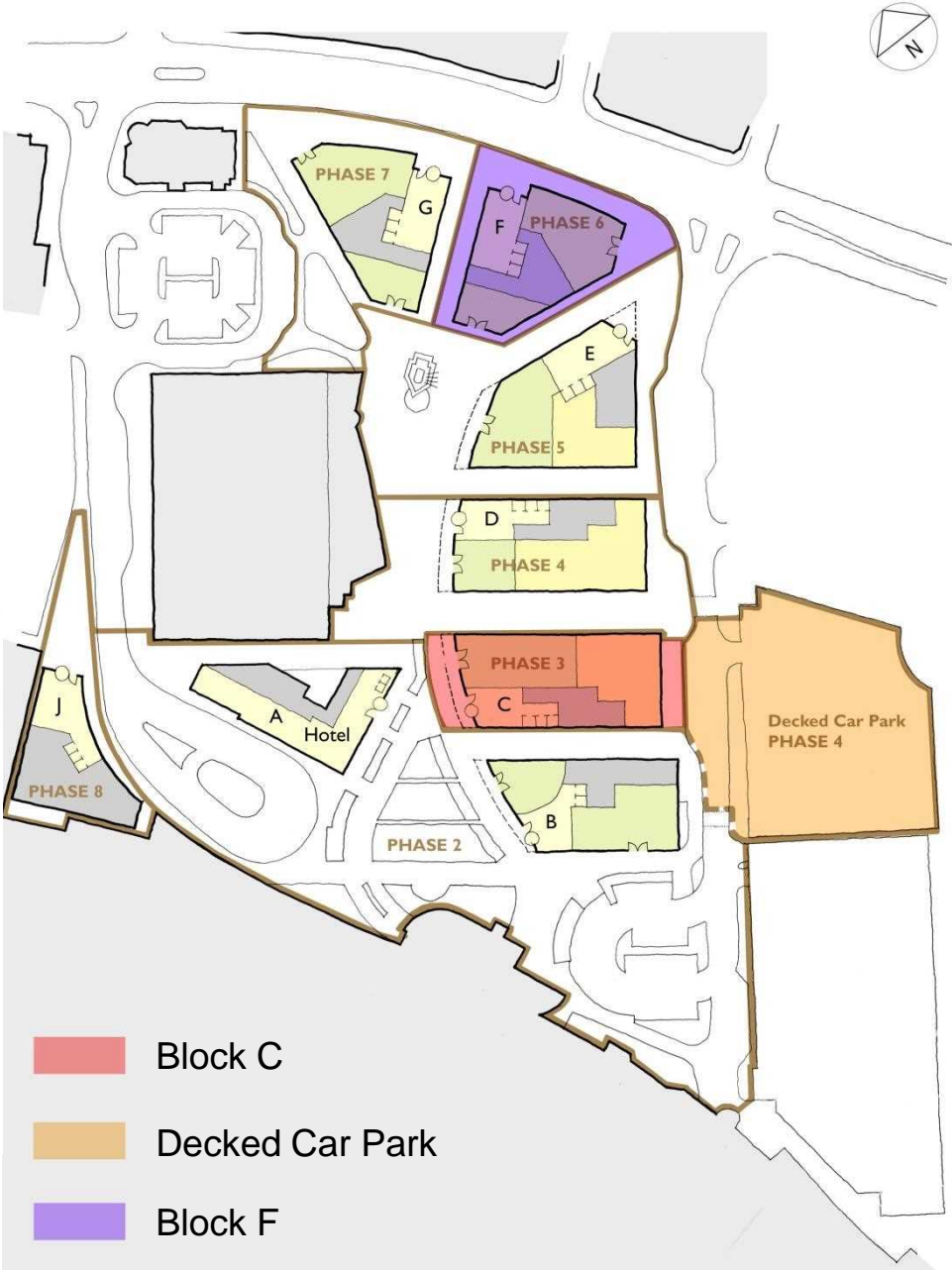
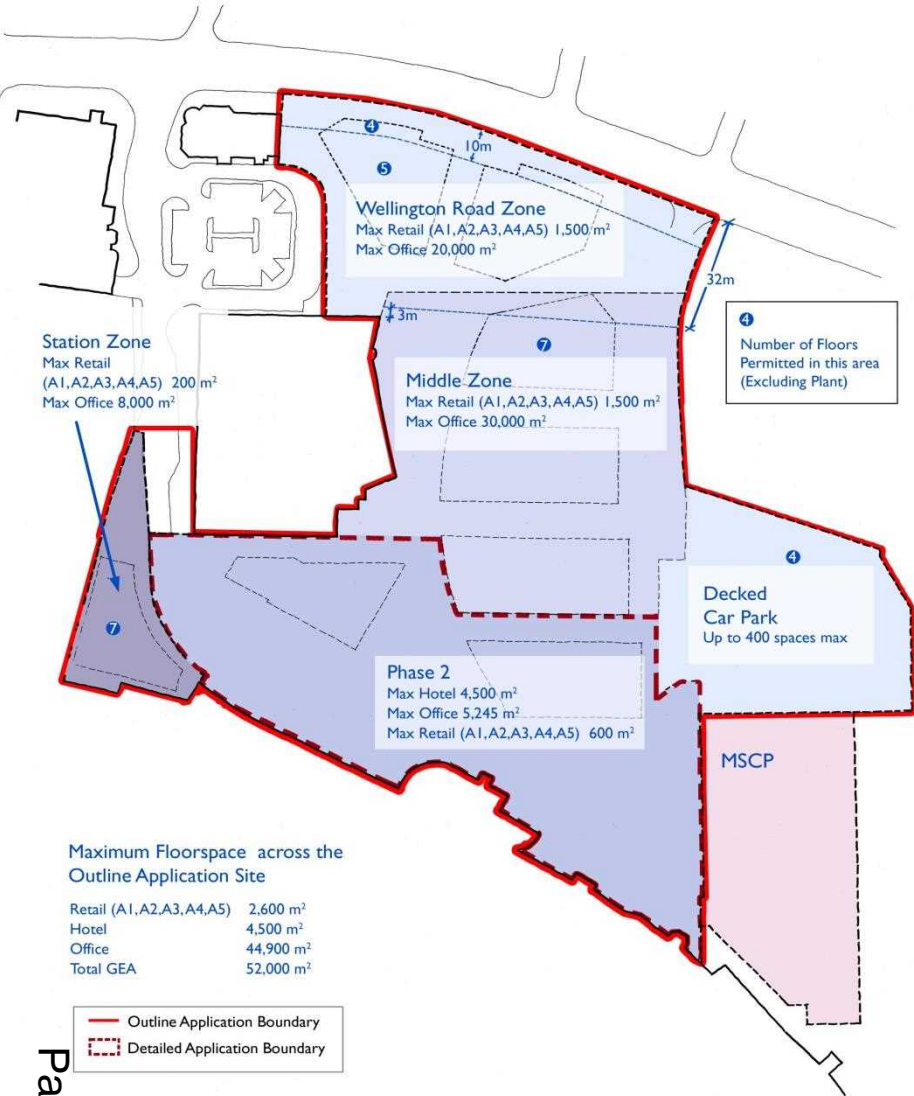


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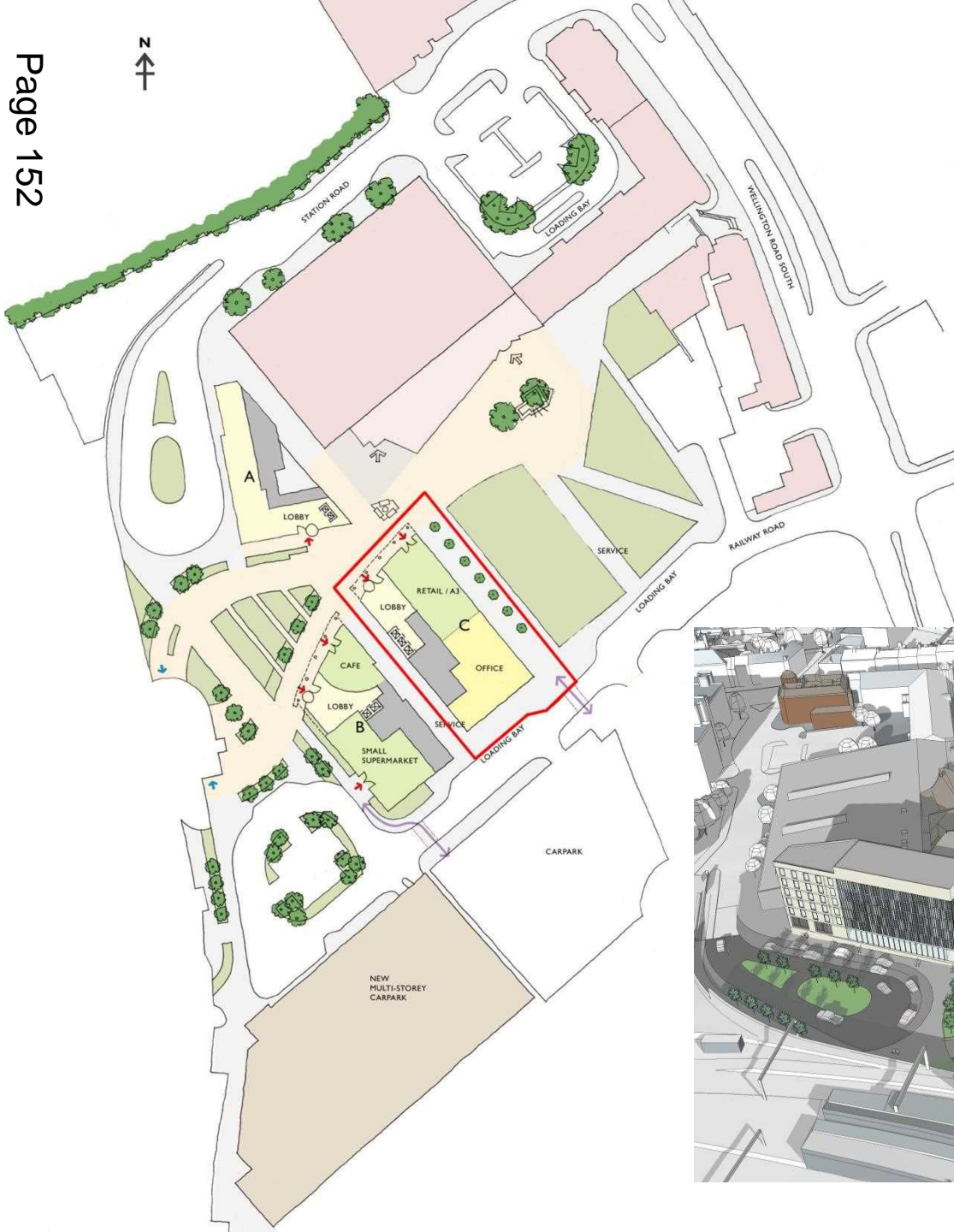


Masterplan Parameters and Next Phases





Block C – Office with Mixed Use at GF





Document is Restricted

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

SCRUTINY REVIEW TOPIC SELECTION 2017/18

Report of the Democratic Services Manager

1. PURPOSE

- 1.1 To consider the selection of Scrutiny Review topics by Scrutiny Committees to be carried out during the 2017/18 municipal year.

2. BACKGROUND

- 2.2 Scrutiny reviews have an important role in contributing to policy and service development. Scrutiny Review Panels are able to consider specific issues in a level of detail which individual service areas may not have the capacity to undertake; and by working with council officers, partners, service users and other stakeholders can help achieve council priorities and add value to directorates.

- 2.2 The success of scrutiny reviews is inherently linked to the topics identified for consideration. In order to maximise the value added by scrutiny reviews, it is essential to ensure that review topics are timely, aligned with Council priorities. This focussed approach to topic selection is particularly important in the current financial climate given the limited resources available to support reviews along with the additional pressure the process can place upon elected members: and the view of Scrutiny Co-ordination committee was to only do reviews where there was a clear rationale to do so.

3.0 Deciding upon Scrutiny topics

- 3.1 Topic selection is of crucial importance to the success of the scrutiny process. Scrutiny Committees should be encouraged to consider the engagement of and the monitoring of other public bodies relevant to their committee, particularly in relation to services where there is integration with partner organisations and the public.

- 3.2 In addition to the Council's five priority outcomes, Scrutiny Committees may also wish to consider the key themes behind the Investing in Stockport programme of growth and public service reform. This is a single, cohesive programme aimed at meeting future financial challenges, and focusing on making the best use of existing resources, working with partners across all public services to make the changes needed to ensure that;

- Our neighbourhoods are successful and sustainable;
- Our communities are resilient and empowered;
- Our people are independent.

- 3.3 Some of the pitfalls that have been identified when selecting a topic are outlined below:

- The topic selected is too broad
 - The rationale for scrutiny is unclear
 - The topic is of low public concern
 - The topic does not address aims and priorities
 - The topic duplicates work that is already in progress
 - The topic could be adequately addressed by other means and procedures
- 3.4 The Scrutiny Co-ordination Committee at its meeting on 12 June 2017, agreed a process for examining and testing possible areas of Scrutiny work which included:
- The 10-question approach outlined in the Appendix to this report. Ideally, any topic should meet at least five of these criteria BUT if there is a good reason to make something a priority without meeting five, that is acceptable as long as the reasons for so doing are clear.
 - Considering risk – we have to try to prioritise competing demands, especially given finite time and resources, and there may be risks involved in either doing or not doing a piece of Scrutiny work on any given subject.
 - Cost and Duration – how feasible is any Scrutiny review will be completed within the municipal year.
 - Duplication of activity – Some potential topics may duplicate others suggested that are circulating within the Scrutiny review topic selection process. Some issues for Scrutiny may be cross cutting; others may have already been carried out, or duplicate Internal Audit work or external audit inspections.
- 3.5 It is also suggested that Scrutiny Committees be requested to suggest one topic only but retain the freedom to hold “themed” meetings on a particular topic as may be appropriate.

4.0 Timetable for selecting topics

- 4.1 Scrutiny Committees are therefore invited to suggest a scrutiny topic at the June/ July cycles of Scrutiny Committees:
- Adult Social Care & Health - 27 June
 - Communities & Housing – 3 July
 - Corporate, Resource Management & Governance – 4 July
 - Children & Families – 5 July
 - Economy & regeneration – 6 July
- 4.2 The Scrutiny Work Programme will be presented to the Council Meeting on 14 September 2017 although the initial scoping of the review will take place in advance of the Council Meeting.
- 4.3 The intention is that the Scrutiny Review Final reports will be considered by Scrutiny Committees in February 2018 prior to consideration by the Cabinet on 24 April 2018.

5. Arrangements for Supporting Scrutiny Reviews

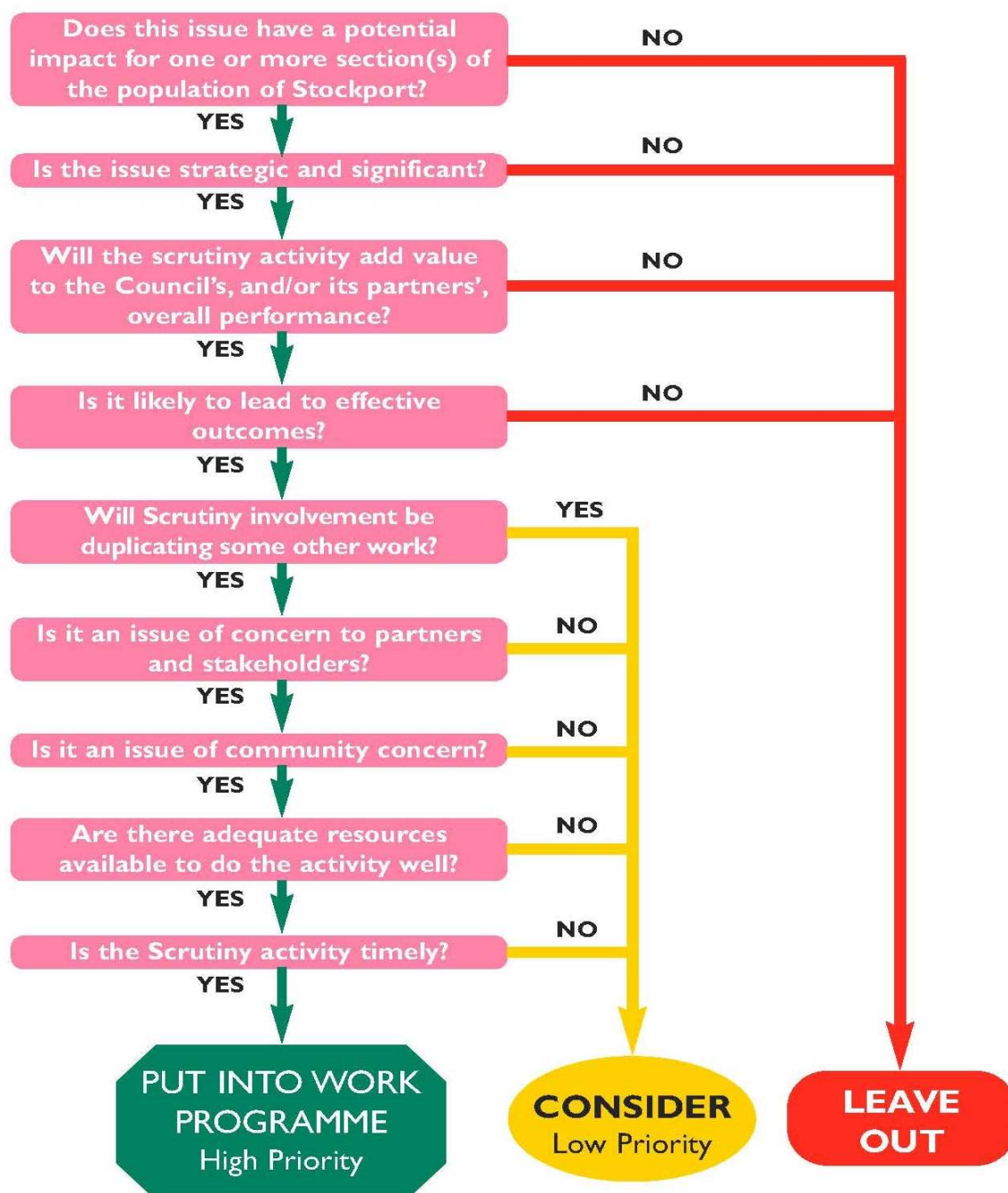
- 5.1 Scrutiny Reviews will be allocated a Lead Officer from the relevant service area, who will be responsible for supporting the review. Policy / project management support will be provided by officers in Democratic Services.

6. RECOMMENDATION

- 6.1 The Scrutiny Committee is invited to consider the selection of Scrutiny Review topics to be carried out during the 2017/2018 municipal year

For further information contact Craig Ainsworth on telephone number 0161 474 3204 or alternatively email craig.ainsworth@stockport.gov.uk

Agreed process for examining and testing possible areas of Scrutiny work



ECONOMY AND REGENERATION SCRUTINY COMMITTEE Meeting: 3 August 2017

AGENDA PLANNING

Report of the Democratic Services Manager

MATTER FOR CONSIDERATION

The report sets our planned agenda items for the Scrutiny Committee's next meeting and Forward Plan items that fall within the remit of the Scrutiny Committee. The agenda items are indicative at this stage and may be subject to change.

INFORMATION

21 September 2017

Brownfield First Update	Report
Stockport Portas Pilot Update	Report

RELEVANT ENTRIES IN JULY 2017 FORWARD PLAN

Decision Reference	Subject Area for Decision	Expected Date of Decision	Decision Maker
E&R11	Update on the SEMMMS Refresh	15 August 2017	Cabinet
E&R12	High Lane Village Neighbourhood Plan	14 September 2017	Council Meeting
E&R13	Stockport Exchange Phase 3	15 August 2017	Cabinet
E&R14	Compulsory Purchase Order: Mansion House Chambers, High Street, Stockport	15 August 2017	Cabinet
E&R15	Compulsory Purchase Order: 1-3 Lower Hillgate, Stockport	15 August 2017	Cabinet

RECOMMENDATION

The Scrutiny Committee is invited to consider the information in the report and put forward any agenda items for future meetings of the Scrutiny Committee.

BACKGROUND PAPERS

Forward Plan

Anyone wishing to inspect the above background papers or requiring further information should contact David Clee on telephone number 0161 474 3137 or alternatively email david.clee@stockport.gov.uk