

**The Metropolitan Borough of Stockport  
(Town Centre Access Plan)  
(Eastern Links) (New Bridge Lane Improvement)  
Compulsory Purchase Order 2018**

**STATEMENT OF REASONS**

**Stockport Metropolitan Borough Council  
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## **Contents Page**

<b>Section</b>	<b>Heading</b>	<b>Page</b>
1	Introduction	3
2	Incorporation of the Mining Code into the Order	4
3	The Order Land	5
4	The Scheme	7
5	The Need for the Order and the Delivery of the Scheme	8
6	Justification for the Use of Compulsory Purchase Powers	15
7	Special considerations affecting the Order Land	21
8	Equality	21
9	Easements, Rights etc.	22
10	Other Consents Required	22
11	Compulsory Purchase (Inquiries Procedure) Rules 2007	23
12	Inspection of Documents	23
13	Inquiry Documents	23
14	Conclusions	24

## **Appendices**

- 1 Order Map
- 2 Location Plan
- 3 General Arrangement Drawing: The Scheme
- 4 Context Plan
- 5 Planning Policy Context

## 1 INTRODUCTION

### The Order

- 1.1 On **TBC**, Stockport Metropolitan Borough Council (“**the Council**”), the local highway authority, resolved to make “The Metropolitan Borough of Stockport (Town Centre Access Plan) (Eastern Links) (New Bridge Lane Improvement) Compulsory Purchase Order 2017 (“**the Order**”).
- 1.2 The Order has been made under sections 239, 240 and 260 of the Highways Act 1980 as the Council considers that there is a compelling case in the public interest to assemble land for the following purposes:
  - 1.2.1 The improvement of New Bridge Lane, on its northern side, from a point 22 metres east of its junction with Millgate, eastwards for a distance of 83 metres; and
  - 1.2.2 Use by the Council in connection with the improvement of the highway mentioned above.
- 1.3 The land proposed to be compulsorily acquired pursuant to the Order (which shall be referred to hereinafter as “**the Order Land**”) comprises scrubland, grassland and shrubs to the front of three light industrial units located on the north side of New Bridge Lane, as well as part of the access road to the entrance and car park serving the said light industrial units, including part of the western and eastern footway to the access road, further details of which are contained in **Section 3** below.
- 1.4 The schedule to the Order (“**the Order Schedule**”) lists owners, lessees, tenants and occupiers of the Order Land. In addition, it also lists other parties with a qualifying interest in the Order Land as defined by section 12(2A) of the Acquisition of Land Act 1981, including those with the benefit of rights within the Order Land or restrictive covenants that burden the Order Land. The Order Schedule is based on information gathered through a desk top exercise, consisting of index map searches and a review of title information held by the Land Registry, supplemented by site visits to the Order Land and formal requisitions for information issued by the Council pursuant to section 16 of the Local Government (Miscellaneous Provisions) Act 1976. Despite extensive and diligent enquiries having been made, there are a number of instances where the ownership of interests in the Order Land is unknown.
- 1.5 The extent of the Order Land is shown on the map to the Order (“**the Order Map**”), a copy of which is at **Appendix 1**. The land proposed to be acquired is shown edged red and shaded pink. Individual plot boundaries and numbers on the Order Map correspond with the plot descriptions referred to in the Order Schedule.

- 1.6 The Order has been submitted to the Secretary of State for Transport for confirmation pursuant to the Acquisition of Land Act 1981. If confirmed by the Secretary of State, the Order will enable the Council to acquire compulsorily the land included in the Order.
- 1.7 This Statement of Reasons has been prepared pursuant to and in accordance with the “Guidance on Compulsory purchase process and The Crichel Down Rules for the disposal of surplus land acquired by, or under threat of, compulsion” issued by the Department for Communities and Local Government on 29 October 2015 (“**the CPO Guidance**”) and Local Authority Circular 2/97 issued by the Department for Transport (“**the Circular**”).

#### The Stockport Town Centre Access Plan

- 1.8 The works referred to in paragraph 1.2 form part of a highway improvement scheme known as Scheme 601: New Bridge Lane West – Millgate to Stanley Street (“**the Scheme**”). In turn, the Scheme is an integral element of an extensive package of highway works packages known as the “Stockport Town Centre Access Plan” (referred to hereinafter as “**the TCAP**”), being undertaken by the Council in Stockport town centre. The aim of this multi-modal, £73.212 million, plan is to tackle congestion and barriers to movement within and around the town centre, including the provision of new and improved pedestrian and cycle routes between the town centre and surrounding areas, in order to support and enhance the local economy, provide access to jobs, improve community wellbeing and create a vibrant town centre environment.
- 1.9 The wider TCAP proposals, of which there are in excess of 50 schemes, are programmed to be delivered between 2015 and 2020, with the construction programmes for those schemes interfacing with a number of other key town centre projects. Considerable work has been undertaken already to progress the wider TCAP proposals – 20 schemes have been completed and a further 14 are under construction, which leaves a minimum of a further 20 schemes still to be commenced.
- 1.10 The Order is required to guarantee the extent of the land acquisition required to deliver the Scheme and its associated benefits, both in its own right and as a central part of the wider TCAP proposals.

## **2 INCORPORATION OF THE MINING CODE INTO THE ORDER**

- 2.1 The Order incorporates the mining code, also known as the minerals code, contained in Schedule 2 of the Acquisition of Land Act 1981 and applied by section 3 of that Act. Paragraphs 159 and 160 of the CPO Guidance state that the code should not be incorporated automatically or indiscriminately, as this may lead to the sterilisation of minerals, including coal reserves.

- 2.2 Acquiring authorities are asked to consider the matter carefully before including the code having regard to the existence of statutory rights of compensation or whether repair might provide an adequate remedy in the event of damage to land, buildings or works occasioned by mining subsidence.
- 2.3 If the code is not applied by an order, mines and minerals within the land, the subject of the order, will be acquired by the acquiring authority upon the exercise of the authority's powers of compulsory acquisition. Incorporation of the code within an order, thereby engaging Parts II and III of Schedule 2 to the Acquisition of Land Act 1981, provides for the purchase of the surface land, the subject of the order, without the underlying minerals, avoiding sterilisation of the minerals whilst providing a degree of protection for the acquiring authority and the development to be taken forward. In this case, the authority can take steps to prevent the working of minerals within a specified distance of the surface, provided compensation is paid.
- 2.4 The Council has had regard to the advice contained in the CPO Guidance in preparing the Order and considers that in the circumstances of this case, where compensation and repair of damage would not be adequate in view of the public use and nature of the Scheme, together with the potential traffic implications and disruption that might occur if the mines and minerals within the Order Land were to be worked and such damage were to occur, it is appropriate to incorporate the mining code.

### **3 THE ORDER LAND**

#### Description: Topography, Use and Ownership

- 3.1 The Order Land and, in particular New Bridge Lane, is situated on the eastern edge of Stockport town centre, immediately to the south of the River Goyt. New Bridge Lane is a main vehicular, cycle and pedestrian link to the eastern parts of the Borough. A location plan showing the position of the Order Land in relation to Stockport town centre is at **Appendix 2**.
- 3.2 The Order Land comprises, in the main, a strip of grass verge and shrubs located within the boundary of an industrial estate on the north side of New Bridge Lane, before its junction with Millgate (to the west). The Order Land is owned under 3 separate freehold titles registered to Leslie R Tipping Limited, A D S Investments Limited, and Jill & Peter Callaghan and Catherine Marriott, which, in turn, are themselves subject to a number of leases. The Order Land does not form part of the operational part of the estate which comprises 3 light industrial units and a private surface car park.
- 3.3 The Order Land also comprises a small area of scrubland to the south east of New Bridge Lane Public Car Park, together with part of the access road (and adjoining footway) to the entrance to the industrial estate and car park.

- 3.4 The Order Land measures 236 sq. m. (0.0236 hectares). The Council is seeking authority to acquire all interests in the Order Land unless expressly stated otherwise in the Order Schedule.

#### Negotiations with Affected Parties

- 3.5 Paragraph 2 of the CPO Guidance contemplates that, whilst compulsory acquisition is intended as a measure of last resort to secure the assembly of all of the land required for the implementation of a scheme or project, it may often be sensible for the acquiring authority to initiate formal procedures and, in parallel, to continue to engage in meaningful negotiations with affected parties.
- 3.6 The Council is the freehold owner of part of the Order Land, specifically NBL/1 – the small area of scrubland to the south east of New Bridge Lane Public Car Park. As regards the land parcels within the Order Land which are within third party ownership, terms remain to be agreed with the freehold owners of Units 1, 2 and 3 on the estate, Jill & Peter Callaghan and Catherine Marriott (Unit 1 [NBL/4, 5 and 6]), A D S Investments Limited (Unit 2 [NBL/3]) and Leslie R Tipping Limited (Unit 3 [NBL/2]), together with their tenants. There are also a number of land parcels where the mines and minerals interests are in separate ownership. Despite diligent enquiries having been made, the beneficiaries of these interests are unknown.
- 3.7 It is considered that the Council has taken reasonable steps to acquire all of the land and interests included in the Order Land by agreement and, that where the ownership of any interests are unknown, the Council has undertaken sufficient investigation to identify the owner or beneficiary. However, in order to ensure certainty of the Council's ability to assemble the land required to implement the Scheme within a reasonable timeframe, and to deliver the significant public benefits which the Scheme will give rise to, the Council considers that it must take the necessary steps to make the Order.
- 3.8 The making of the Order does not prevent ongoing engagement between the Council and those parties whose land and interests are included within the Order Land. Negotiations to acquire any remaining land and interests by agreement can and will continue.

#### Land burdened by Restrictive Covenants and Third Party Rights

- 3.9 The Order has been made under section 260 of the Highways Act 1980 to ensure that where such land acquired by agreement is burdened by restrictive covenants or other third party rights, those residual interests are capable of being overridden, in which case the person entitled to the benefit of the covenant and/or right has a right to claim compensation.

## **4 THE SCHEME**

- 4.1 The works to deliver the Scheme include the widening of an existing shared use path to facilitate cyclist and pedestrian movements past an existing bus shelter, the relocation of signage to the new back of footway, and the creation of a concrete edge, located at the back of the widened shared use path. A general arrangement drawing showing the works comprised in the Scheme is at **Appendix 3**.
- 4.2 The acquisition of the Order Land is needed so that the above-mentioned works can be carried out and completed. The Order Land comprises the minimum land take required to implement the Scheme.
- 4.3 The Scheme forms part of a larger package of works comprising an off carriageway cycle route on Corporation Street and New Bridge Lane between Warren Street and St Mary's Way, including widened footways to provide segregated and shared cycle facilities, a Toucan pedestrian crossing near Millgate, an upgraded uncontrolled crossing at Millgate roundabout, drop crossings at access points, tactile paving, signage and markings.
- 4.4 Furthermore, the Scheme connects in with proposals being delivered as part of the 'Series 600: Eastern Links' package of measures, and, in particular, St Mary's Way and Knightsbridge. This package of TACP measures is aimed at greatly enhancing access to the town centre from the east for pedestrians and cyclists, and at relieving the very congested links to the east of the town centre by transferring trips from the car to sustainable modes.
- 4.5 More broadly, the Scheme is functionally linked to a number of other TACP works packages, namely:
- 4.5.1 The St Mary's Way works package (TACP schemes 101-104) which is intended to improve capacity on the route from the M60 junction 27 (Portwood) to the A6, whilst at the same time improving local accessibility and providing enhanced pedestrian and cycle facilities along and across the said route. It includes the widening of St Mary's Way between Portwood Roundabout and Hempshaw Lane, including the provision of additional traffic lanes, amended signal junctions, a widening of the bridge over the River Goyt, pedestrian crossing facilities and a cycle track. A crossing point across St Mary's Way at New Bridge Lane is also proposed as part of the St Mary's works package. This crossing point will link into the shared use path to be delivered as part of the Scheme;
- 4.5.2 The Scheme also links into TACP scheme 602: New Bridge Lane (St Mary's Way to Vernon Park) which provides an off carriageway cycle facility as far as the junction of New Bridge Lane with New Zealand Road; and

- 4.5.3 The Knightsbridge scheme (TCAP scheme 402: Knightsbridge and Great Portwood Street) forms part of a package of works intended to support the retail core of the town centre by providing access to new development sites, improving the pedestrian environment and public realm, providing for east-west public transport, and greatly enhancing access to town centre car parks. Scheme 402 provides an improved signal junction at Great Portwood Street and Knightsbridge (located to the north west of the Scheme), including full pedestrian facilities, Toucan crossings on Warren Street and Knightsbridge, and an off carriageway cycle facility to link with that on Corporation Street to the Howard Street Bridge, which, in turn, links via TCAP scheme 902 (Penny Lane – Town Centre Links) to the Trans-Pennine Trail.
- 4.6 As well as being an integral part of the ‘Eastern Links’ series of works packages and a link between the above-mentioned TCAP schemes, which are themselves critical elements of the wider TCAP proposals, the Scheme will complement proposals being delivered across the city centre as part of the Cycle City Ambition Grant (“CCAG”). The CCAG, which is helping to deliver the Velocity 2025 programme<sup>1</sup>, has funded the provision of a range of cycling infrastructure across the city centre including a cycle route along Manchester Road from Mill Lane to the Mersey Bridge, improvements to the Trans Pennine Trail along the Mersey, and a cycle route along Chestergate in the town centre. These works have been undertaken by the Council and were completed in 2016.
- 4.7 A plan showing the location of the Scheme in context with the other TCAP works packages referred to in this section is at **Appendix 4**.

## **5 NEED FOR THE ORDER AND THE DELIVERY OF THE SCHEME**

### Stockport: the town centre and the Council’s ambitions

- 5.1 Stockport is a large town in Greater Manchester, located 7 miles south-east of Manchester city centre. The town is the largest settlement in the Metropolitan Borough of the same name, which also comprises the outlying areas of Cheadle, Cheadle Hulme, Marple, Bredbury, Reddish, Woodley and Romiley.
- 5.2 From the 17th century, Stockport became a centre for the hat making industry and later the silk industry. It expanded rapidly during the industrial revolution, helped particularly by the growth of the cotton manufacturing industries. However, the area was not immune from the post-industrial decline and by the 1980s it was suffering from high levels of unemployment and low economic productivity.

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<sup>1</sup> This is a Greater Manchester wide, 12 year programme, led by Transport for Greater Manchester (“TfGM”), which will see between £150 and £200 million invested on a range of cycling infrastructure and interventions. The aim of the programme is to increase the number of people taking up cycling across Greater Manchester. It includes initiatives such as the City Cycle Ambition Grant and cycle training delivered through TfGM.



- 5.3 Stockport is currently home to a population of in the order of 285,000 people. In excess of 60% of Stockport's residents are of working age. Many work within the Borough boundary, however, a significant number commute to Manchester, Cheshire East and Trafford. In addition, 40% of all workers in Stockport commute from outside the Borough – predominantly from Manchester, Cheshire East, Tameside and High Peak. This means that Stockport needs good transport connections both across the Borough itself but also across the rest of the Greater Manchester and Cheshire areas.
- 5.4 Stockport's connectivity to international, national and local transport networks is a major asset for the town centre area. Manchester Airport is situated 15 minutes' drive from the town centre and the West Coast Main Line provides direct train routes to London and Birmingham, as well as to Manchester. By road, Stockport's position on the M60 motorway and the A6 Wellington Road North provides access by car, bus, coaches and HGV. The Trans-Pennine Trail also goes through the town centre, providing a traffic-free route for pedestrians and cyclists. The Council is focused upon maximising the benefits arising from these important strategic links.
- 5.5 Stockport town centre is defined by its topography and the Grade II\* Stockport Railway Viaduct which spans the River Mersey valley. Two junctions of the M60 motorway are located on either side of the town centre. This produces complicated movement patterns in the area which are compounded by the severance caused by the West Coast Main Line and the river. Linkages north to south are restricted in part due to topography and the M60 motorway, whilst east to west linkages are restricted by the railway line and vehicle routes, particularly the A6 – this vehicular corridor acts as a significant barrier due to congestion, high levels of traffic flow and poor pedestrian crossing facilities at key locations. As a result, the town centre can be difficult to navigate, by car and cycle and on foot, and many routes do not offer a pleasant urban experience.
- 5.6 In 2000, 'Gateway to the Future – Regeneration Plan for the Town Centre and M60 Gateway', a 20 year strategy for the regeneration of Stockport town centre, was launched by the Council. The Strategy's aim was *"To develop an attractive, vibrant and dynamic town centre for the benefit of all users, now and in the future"*. The Strategy sought to create and maintain an area with a balance of mixed activity to enable *"mutual benefit and long-term viability, providing a Town Centre that would leave a positive and lasting impression on its residents and visitors"*. The themes of accessibility, attraction and amenity served as a footprint for the plan for urban change.
- 5.7 Stockport town centre was identified in the concluding report of the Greater Manchester Town Centre Project (approved by the Greater Manchester Combined Authority in March 2013) – aimed at developing innovative, realistic and investable propositions for addressing the

challenges and opportunities facing Greater Manchester's eight principal town centres<sup>2</sup> – as the town centre which should be the focus for in-town office and commercial development for the south of the conurbation. Whilst the report noted the Council's proactive strategy for achieving change, one of the town centre's key issues was noted as being accessibility, particularly linkages across the A6 Wellington Road North, to the office quarter.

- 5.8 Despite establishing itself as a key player in the Manchester City Region, Stockport town centre is perceived to suffer from a weak profile and a poor 'brand' image, which undersells its assets to businesses and potential investors. Like most traditional regional town centres, restructuring is necessary to ensure that the town centre's current offering matches user requirements and expectations. This includes the provision of high quality office accommodation, together with an improved retail, hospitality and leisure offer. Related to this, accessibility to the town centre is vital, building on the already strong strategic links summarised above (see paragraph 5.4).
- 5.9 The Council is keen for Stockport to play its part in delivering the ambitions of the Northern Powerhouse – the manifestation of the government's ambition to bring together the great cities, towns and rural communities of the North of England and Wales to become a powerhouse for the UK economy. According to the government, building a Northern Powerhouse is about boosting the local economy by investing in skills, innovation, transport and culture, as well as devolving significant powers and budgets to directly elected mayors to ensure decisions in the North are made by the North.
- 5.10 Stockport has a key role to play in the delivery of the expansive growth ambitions of the Northern Powerhouse. If Stockport is not in a position to exploit this opportunity, it will be left behind the other Greater Manchester authorities, with businesses, employees and residents choosing to invest, work and live elsewhere. Delivering an improved town centre is critical to the achievement of Stockport's ambitions.

Stockport: steps already taken by the Council to deliver an improved town centre

- 5.11 The Stockport Town Centre Development Prospectus was approved by the Council in 2011 and later updated in July 2014 ("**the Prospectus**"). The Prospectus sets out a broad vision for the town centre, together with a number of priority projects where the Council has identified major opportunities for new investment. Significant progress has been made towards the delivery of a number of these projects, including:

- 5.11.1 **Stockport Exchange:** a key strategic employment site linking Stockport rail station with the rest of the town centre. Phase 1, a £22 million 1,000 space multi-story car

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<sup>2</sup> Altrincham, Ashton, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan.

park and dedicated cycle centre, as well as highway and pedestrian improvements was completed in February 2014. Phase 2, a redevelopment comprising new office space (50,000 sq. ft.) with retail on the ground floor, a 115-bed Holiday Inn Express comprising retail and leisure facilities, and public realm linking the rail station and new office development, completed in late 2016. The final phases of development will include a further three office buildings, extension of the open space and further improved accessibility for pedestrians by 2020.

- 5.11.2 **Stockport Interchange:** replacing the current interchange with a new, enhanced facility aimed at supporting interchange between bus and rail in order to make it easier to travel to, from and within Stockport. Despite being a central hub within the town's transport networks, the current bus station is unattractive in terms of its physical appearance and facilities, whilst existing connectivity between the bus and rail station is poor due to distance, level difference and indirect links.

The interchange scheme, a joint initiative between Transport for Greater Manchester ("TfGM") and the Council, is being developed in two distinct works packages:

Firstly, a new road-bridge over the River Mersey connecting Astley Street with Chestergate and the existing bus station site. The new bridge will open up access to the bus station site from Heaton Lane and provide an alternative route for traffic accessing the town centre via Heaton Lane. This in turn will enable the closure of Heaton Lane to general traffic (except for access) and allow pedestrianisation of Mersey Square to the east of the A6 Wellington Road North. Planning permission for the new bridge was obtained in September 2016 and construction is due to commence shortly.

Secondly, redevelopment of the existing bus station site to provide a new interchange facility with a central concourse, modern waiting areas, improved security and easier access to travel information and tickets. The costs of constructing the new interchange and improvements to the rail station link, which will complement the improvements being made as part of the wider TCAP proposals, are an estimated £37 million.

- 5.11.3 **Stockport Station:** consisting of the preparation of a new masterplan to address wider development issues around the rail station, together with a new Rail Strategy for Stockport setting out a new vision for light and heavy rail across the Borough in preparation for the arrival of HS2 and so that the rail station can become an outward facing and integral component of Stockport Exchange.

The recently completed masterplan provides a framework for future development of the rail station itself and its surrounding areas what will build upon and strengthen the

Council's wider ambitions embodied within its Investing in Growth programme. The masterplan assumes the potential for up to 1,500 dwellings, the development of the rail station and delivery of Stockport Interchange, 62,300 sq. m. of non-residential floorspace (office, creative/workshop/enterprise space, retail space and manufacturing space) and a new predominantly residential mixed-use quarter to the west of the rail station and the concentration of development around transport hubs.

- 5.11.4 **Market Place and Underbanks:** putting the focus on community led creative industries and the specialist retail sector, the regeneration of Stockport Market to create an independent, niche retail and creative business hub. In January 2017, the Council and Stockport Heritage Trust were successful in their Stage 1 bid for £1.8 million of Townscape Heritage funding for the Underbanks from the national Heritage Lottery Fund. Due to start in 2018, this five year programme is aimed at investing in the area's unique heritage assets, bringing life back to the area by encouraging businesses to invest and people to visit. Crucial to this vision is ensuring quality public realm and highway surfaces that enhance the pedestrianised area;
- 5.11.5 **Redrock Stockport:** a £45 million leisure development on the site of the former Bridgefield Street car park off Great Edgerton Street comprising a 10-screen multiplex cinema (pre-let to The Light Cinema), retail and food & drink outlets (with an area of over 38,000 sq. ft.) and a new 340 space multi-storey car park. The development received planning approval in January 2015, and is underway.
- 5.11.6 **Merseyway:** being the principal shopping destination within the town centre, Merseyway has been the focus of a multi-faceted 2.5 million investment programme aimed at improving the retail offer, car parks and public realm and the creation of strong linkages with the Redrock leisure scheme and the Market Place and Underbanks. The centre, which was purchased by the Council in April 2016, houses the town centre's major retail offer comprising over 330,000 sq. ft. of retail space, let to over 90 tenants.
- 5.11.7 **Aurora Stockport:** a 14 acre development site in Cheadle Heath located near to junction 1 of the M60, the development of which will provide up to 145,000 sq. ft. of light industrial and employment space, creating over 240 jobs and transforming a former housing area into a key employment site. Planning permission was granted in January 2016 and subsequently implemented, with the first units being available for use this year and under offer. The development has benefited from the first phase of the wider TCAP proposals which have already been delivered (see paragraph 1.9).
- 5.11.8 **Hopes Carr/Covent Garden Village:** providing new residential development as part of an urban village to the immediate south of the town centre. This multi-phased

project (representing in the order of £33 million of public/private investment) will deliver a total of 200 new households, with c. 80 homes having already been constructed and occupied.

- 5.12 The Prospectus identified a number access issues that could constrain the growth and development of the town centre, as envisaged above, if not addressed.

#### Stockport Town Centre Access Plan

- 5.13 The wider TCAP proposals, also highlighted as a priority project by the Prospectus, have been developed in order to bring forward a range of transport benefits, including:

- 5.13.1 Improving access to key regeneration and development sites in the town centre (see paragraphs 5.11.1 – 5.11.8).

The wider TCAP proposals will significantly improve the connectivity and interaction of Stockport's retail, commercial and residential quarters which are considered critical by the Council to the evolution of Stockport as a coherent, connected and successfully functioning town centre. Improved accessibility and legibility will significantly enhance the perception of key routes, increasing local use, and also at gateways into the town centre for visitors.

- 5.13.2 Reducing the volume of traffic on the A6 Wellington Road North through the town centre, with improved accessibility to town centre destinations.

There is a concentration of traffic on the roads in and around the town centre, with particular problems experienced along the A6 Wellington Road North during peak periods and on the M60 motorway itself. The overall package of measures which make up the TCAP aims to tackle congestion and to redistribute vehicles away from the most heavily trafficked parts of the highway network. Strategic traffic movements accessing/egressing the M60 motorway are encouraged to divert to routes on the perimeter of the town centre, thus enhancing the efficiency of the network into the town centre for those who require access to this destination.

- 5.13.3 Improving linkages between the town centre and its bus and train stations.

Interchange between different modes of transport is currently challenging, caused by deficiencies in the physical infrastructure in the town centre. In particular, the bus and train stations are separated from each other and from the town centre, and by the A6 Wellington Road North. The severance effect of the A6 also makes it difficult for

pedestrians to walk between the train station and the main retail core.

- 5.13.4 Lessening the impact of the A6 Wellington Road North as a barrier between the east and west of the town centre for pedestrians, and similarly, the M60 motorway as a barrier between the north and south of the town centre for pedestrians and cyclists.

East to west connections are restricted by vehicle routes, especially the A6, which is heavily trafficked, and the West Coast Main Line. The linkages north to south across the town centre are also restricted in part due to topography and, in particular, the change in levels in the area, and in part due to the fact that the centre is bisected by the M60 motorway. As a result, the town centre can be difficult by to navigate by car and cycle and on foot.

- 5.13.5 Providing a more resilient highway network better able to respond to incidents and accidents in general (i.e. by increased network capacity and a new link road between the A6 Wellington Road North and the A5145 Travis Brow), and to reduce the risk of rail bridge strikes on George's Road in particular.

Between 4 and 8 bridge strikes occur on an annual basis. Each time this happens, it leads to major disruption on both the highway network and the West Coast Main Line – the A6 blocks and the West Coast Main Line has to be closed while Network Rail bridge inspectors check the bridge for damage.

- 5.13.6 Improving access and road safety for pedestrians and cyclists between the town centre and surrounding areas.

A shift in traffic away from the town centre will create a safer environment for non-motorised users including pedestrians and cyclists travelling within this area. Furthermore, the implementation of dedicated cycling and pedestrian infrastructure (i.e. improved pedestrian and cycle routes/links/facilities), will foster improved traveller safety and wellbeing as more people utilise active modes (i.e. cycling, walking etc.) to access the town centre.

- 5.14 The implementation of the Scheme will contribute towards the achievement and realisation of the last of the above-mentioned benefits, particularly the improvement of access and road safety for pedestrians and cyclists between the town centre and surrounding areas by reducing pedestrian/cyclist and vehicle conflict.

- 5.15 Furthermore, it is considered that the Scheme itself will deliver the following benefits:

- 5.15.1 The achievement of a minimum shared path width in line with prevailing design guide recommendations thereby reducing the likelihood of conflict between pedestrians and

cyclists utilising the path in the location of the Scheme. This will also facilitate separation between the users of the shared path and passengers waiting at the existing bus shelter.

- 5.15.2 As a result of a mode switch from car to active modes (i.e. walking and cycling), there will be a benefit for those who continue to use the highway (i.e. a decongestion benefit), together with environmental benefits (i.e. carbon savings);
  - 5.15.3 A contribution towards improved health benefits from increased physical activity (for those who switch from the car to active modes); and
  - 5.15.4 A time saving to pedestrians and cyclists through the provision of a more user friendly and, as a consequence, a quicker route where the likelihood of conflict between pedestrians and cyclists is minimised.
- 5.16 When seen in context, the Scheme is the missing link in miles of cycle network and footway which stretches across the Borough. As can be seen from the description of the Scheme contained in Section 4, the Scheme is a crucial connector between a number of other TCAP works packages, all of which have improvements in local accessibility and the provision of enhanced pedestrian and cycle facilities as a key element.
- 5.17 Accordingly, the Scheme will result in a number of very significant public benefits, both in its own right, and as an integral part of the wider TCAP proposals, the success of which will be the sum of their parts.

## **6 JUSTIFICATION FOR THE USE OF COMPULSORY PURCHASE POWERS**

- 6.1 Account has been taken by the Council of paragraphs 12-14 of the CPO Guidance which set out the fundamental principles that a confirming minister should consider when deciding whether or not to confirm a compulsory purchase order.

### Intended use of the Order Land and the consideration of Alternatives

- 6.2 Paragraph 13 of the CPO Guidance confirms that whilst a confirming minister will not require a particular degree of justification for any specific order:

*“If an acquiring authority does not: have a clear idea of how it intends to use the land which it is proposing to acquire; and cannot show that all the necessary resources are likely to be available to achieve that end within a reasonable time-scale, it will be difficult to show conclusively that the compulsory acquisition of the land included in the order is justified in the public interest, at any rate at the time of its making”.*

- 6.3 The Council has a very clear idea of how it intends to use the Order Land, the detail of which is set out in Section 4. Further, and as demonstrated below, the necessary resources (and consents) are in place to enable the Scheme to be delivered within a reasonable timeframe.
- 6.4 As regards the consideration of alternatives, a 'do-nothing' option is not considered a viable proposition if the Council's growth ambitions for the town centre are to be realised.
- 6.5 In 2007, a business case was submitted for a town centre accessibility package not dissimilar to the wider TCAP proposals, as an integral part of the Congestion Transport Innovation Fund Bid submitted by Greater Manchester Passenger Transport Executive. During 2009, TfGM undertook a programme of work to prioritise major transport investment proposals in Greater Manchester. The aim of this process was to rank schemes which should be delivered first when funds became available. The business case that supported the Stockport town centre accessibility improvements, which by this time was being identified as a priority scheme, included consideration of a number of low cost alternative options.
- 6.6 In the absence of funding, the Council sought to bring forward a phased approach, with an initial focus on the A6 Wellington Road North corridor. In September 2010, the Council commissioned a study to identify improvements to the A6. In particular, a low cost option was sought to remove non-essential traffic (except public transport, taxis and cyclists) from the A6 within the town centre, whilst still allowing local access traffic. In addition, the capacity of the intermediate section of the A6 was reduced to a single lane running in each direction (with bus priority). The initial modelling undertaken did demonstrate a substantial decrease in traffic volumes along the length of the A6 through the town centre. However, the A6 restrictions displaced 'through traffic' and significantly adversely affected accessibility to the town centre.
- 6.7 Two alternative low cost options were then modelled which, in addition to reducing traffic volumes on the A6 Wellington Road North, prevented certain key 'hot spots' on the highway network from being used as through routes, and sought to dissuade localised re-routing through the town centre via the imposition of traffic management measures. Whilst the modelling demonstrated there were benefits to be gained from capacity improvements on the highway network, particularly on the eastern side of the town centre, they were outweighed by the disbenefits associated with displacing such a high proportion of traffic from the A6.
- 6.8 For the above-mentioned reasons a more comprehensive package of measures was revisited, along with a boarder scope to consider access to other key development sites in the town centre along with the emerging proposals for a new Stockport Interchange. A full and inclusive consultation with the public and key stakeholders from the Stockport and Greater Manchester areas, based on the wider TCAP proposals, followed, and the feedback obtained has informed scheme development.



- 6.9 Overall, it is concluded that there is no credible alternative which could deliver the comprehensive package of benefits associated with the wider TCAP proposals, in respect of which the Scheme is a critical part. A transformational transport investment plan, the success of which will be the sum of its parts, is needed to tackle the accessibility and connectivity challenges faced by the town centre and so as not to constrain the Council's ambitious development proposals for the area.

#### Impediments to the Scheme

#### **Resource and Funding Implications of the Scheme**

- 6.10 Funding from the Department for Transport for the package of schemes comprising the totality of the wider TCAP proposals, which are costed at £73.212 million, was secured in March 2015.
- 6.11 On 31 March 2014, Greater Manchester submitted 'A Plan for Growth and Reform in Greater Manchester' ("**the Plan**") to government as part of the Growth Deal process. Through this process, Local Enterprise Partnerships ("**LEP(s)**"), were invited to seek freedoms, flexibilities and influence over resources from government and to apply for a share of the Local Growth Fund in order to target their identified growth priorities. The Plan incorporated a bid for funding in the total sum of £304 million to enable all of the major scheme investment priorities of the Greater Manchester Local Transport Body to be delivered.
- 6.12 In July 2014, the Greater Manchester LEP was awarded £476.7 million from the Local Growth Fund for the period 2015-2021, followed by a further £56.6 million of funding in January 2015. Notwithstanding these awards of funding, the Department for Transport retained responsibility for the approval of a small number of large and/or complex schemes – the wider TCAP proposals were one such scheme. However, the Department for Transport's grant funding letter dated 23 March 2015 confirmed the funding for the wider TCAP proposals – in the maximum sum of £73.212 million – and devolved full (final) approval of the scheme to the GMCA.
- 6.13 Funding for the wider TCAP proposals, including the Scheme, has therefore been ring-fenced.
- 6.14 GMCA approval of the final business case for the Phase 1, Phase 2A and Phase 2B TCAP schemes (with a full approval delivery budget of approximately £39.823 million, £17.268 million and £16.120 million respectively) is in place, with the Scheme being considered as part of Phase 2A. Accordingly, the Council is now authorised to drawdown the Department for Transport's full £73.212 million funding allocation.
- 6.15 The drawdown of funding for the Scheme will be via a quarterly application process, whereby

applications are made to the GMCA and payments are made to the Council on a costs incurred basis. In the circumstances, it is considered that there are no resource or funding impediments to the delivery of the Scheme – the requisite funding has been secured and is immediately available such that the compulsory acquisition proposed by the Order can be completed and the Scheme implemented within a reasonable timeframe, and most certainly within the statutory period following the date on which the Order becomes operative.

### **Planning Permission and Scheme Delivery**

- 6.16 Paragraph 15 of the CPO Guidance confirms that, in addition to demonstrating that there are no funding related impediments to the delivery of the scheme underpinning a compulsory purchase order, an acquiring authority will also need to be able to show that the scheme is unlikely to be blocked by any physical or legal impediments to implementation.
- 6.17 Any need for planning permission or other consent or licence is amongst the examples given by the CPO Guidance as to what may constitute a legal impediment. The works to deliver the Scheme will be undertaken in reliance upon the Council's permitted development rights (pursuant to Class A (development by highways authorities) of Part 9 (development relating to roads) of Schedule 2 to the Town and County Planning (General Permitted Development) (England) Order 2015 [SI 2015/596]). Accordingly, planning permission for the works is not required. Details of the Scheme's compliance with planning policy are set out in **Appendix 4**.
- 6.18 As regards physical impediments to scheme delivery, there are no programming or accommodation works related issues affecting implementation in this case. It is anticipated that a start on site could be made, assuming the Secretary of State for Transport is minded to confirm the Order, within 3 months (maximum) of the Order becoming operative. This is the minimum period required for acquisition of any remaining third party land and/or interests in the Order Land following confirmation of the Order.
- 6.19 The Scheme will be constructed by the Council's appointed contractor over a 4 week period, currently programmed for August/September 2018, during which the proposed works will be planned and co-ordinated so as to minimise disruption. Out of hours working will be employed where required in order to avoid peak times for traffic movements. Furthermore, the Council's Network Manager, who has been fully involved in the development of the construction programme for the Scheme, will work closely with the Council's appointed contractor to ensure that key milestones within the programme are met.

### Demonstrating a compelling case in the public interest

- 6.20 Paragraph 12 of the CPO Guidance states that a compulsory purchase order should only be made where there is a compelling case in the public interest. Furthermore, the CPO Guidance directs acquiring authorities to give particular consideration to the rights protected

under the European Convention on Human Rights (“**the Convention**”) in order that they can be sure that the purposes for which a compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected.

6.21 The Human Rights Act 1998 incorporates the rights set out in the Convention into domestic British law – section 6 prohibits public authorities from acting in a way which is incompatible with the Convention and the rights it protects.

6.22 The following articles of the Convention are of particular relevance and are accordingly engaged in the process of making a compulsory purchase order:

6.22.1 Article 1 of the First Protocol provides as follows: *“Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one should be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. The preceding provisions shall not, however, in any way impair the right of a state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties”*.

6.22.2 Article 6 provides that in determining their civil rights and obligations everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law.

6.22.3 Article 8 protects private and family life, home and correspondence. No public authority can interfere with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

6.23 Each of the rights set out within the above-mentioned articles are qualified such that they may be interfered with provided such interference is prescribed by law, is pursuant to a legitimate aim, is necessary in a democratic society and is proportionate. Furthermore, within the context of Article 1 of the First Protocol, the European Court of Human Rights has recognised that regard must be had to the fair balance which is required to be struck between the competing interests of the individual and the community as a whole.

6.24 The Order Land does not comprise residential dwellings and therefore the making of the Order will not affect any private, residential interests. Accordingly, it is considered that Article 8 of the Convention is not engaged in this case.

- 6.25 As regards Article 1 of the First Protocol, consideration has been given to the individual rights of those affected by the Order and the wider public interest, together with the fair balance to be struck between these competing interests in the delivery of the Scheme. As set out in Section 5, the scheme will give rise to a number of very significant public benefits, both in its own right, and as an integral part of the wider TCAP proposals. Given these benefits and the imperative to secure their delivery, the Council considers that the making and subsequent confirmation of the Order would be legitimate, proportionate and justified, such that the Order would not constitute an unlawful interference with the property rights of those affected.
- 6.26 Furthermore, the statutory procedures relating to the making of the Order, which include a right to object, for any objection to be considered by an independent inspector and, where necessary, to be heard through the public inquiry process, together with the right to pursue a legal challenge to a confirmed order, made under the Acquisition of Land Act 1981 and on the relevant statutory grounds, satisfy the requirements of Article 6. Affected persons are also entitled to claim compensation, proportionate to any losses incurred, where their interests within the Order Land have been acquired or where possession of their land has been disturbed as a consequence of the exercise of the Council's powers of compulsory acquisition.
- 6.27 In the absence of the Order, there is no certainty that the Council will be able to assemble the land required to implement the Scheme, thereby jeopardising the delivery of the scheme itself and of the associated public benefits. Accordingly, the Council considers there is a compelling case in the public interest for the compulsory acquisition of the Order Land and that, in making the Order, there would be no unlawful interference with the Convention rights set out above.

When should compulsory purchase powers be used?

- 6.28 Paragraph 2 of the CPO Guidance states that:

*"The confirming authority will expect the acquiring authority to demonstrate that they have taken reasonable steps to acquire all of the land and rights included in the Order by agreement. Where acquiring authorities decide to/arrange to acquire land by agreement, they will pay compensation as if it had been compulsorily purchased, unless the land was already on offer on the open market."*

*"Compulsory purchase is intended as a last resort to secure the assembly of all of the land needed for the implementation of projects".*

- 6.29 The Council has been looking to acquire the land and interests required to implement the Scheme for the previous two years. In the order of 98% of the Order Land remains within

third party ownership with terms for acquisition by the Council still to be agreed.

- 6.30 The Council considers it has taken more than reasonable steps to acquire all of the land and interests in the Order Land by agreement, however, it is unlikely that those interests which remain outstanding will be acquired within a reasonable timeframe. The Scheme cannot be delivered and its benefits realised unless all interests are acquired. Therefore, the Council is making this Order as a measure of last resort in order to assemble the land needed to implement the Scheme.
- 6.31 The Council will continue to seek to acquire the outstanding interests in the Order Land by agreement, wherever possible.

## **7 SPECIAL CONSIDERATIONS AFFECTING THE ORDER LAND**

### Historic Environment

- 7.1 No part of the Order Land falls within a Conservation Area and there are no listed buildings which will be affected by the Scheme.

### Special Category Land (Section 17, CPO Guidance)

- 7.2 No part of the Order Land is owned by a local authority other than the Council, held by the National Trust inalienably or which forms part of a common, open space or fuel or field garden allotment.

### Crown Land (Section 19, CPO Guidance)

- 7.3 No Crown land or Crown interests will be affected by the delivery of the Scheme.

## **8 EQUALITY**

- 8.1 Paragraph 6 of the CPO Guidance states that:

*“All public sector acquiring authorities are bound by the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010. In exercising their compulsory purchase and related powers (eg powers of entry) these acquiring authorities must have regard to the effect of any differential impacts on groups with protected interests.”*

- 8.2 The Council therefore has a statutory duty under section 149 of the Equality Act 2010 to have due regard to the need to:

- 8.2.1 Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
  - 8.2.2 Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
  - 8.2.3 Foster good relations between persons who share a 'relevant protected characteristic' (age, disability, gender reassignment, pregnancy, maternity, race, religion or belief, sex and sexual orientation) and persons who do not share it.
- 8.3 The Council has undertaken an appraisal of distributional impacts for the wider TCAP proposals as a whole (dated January 2015). This appraisal was prepared alongside the Major Scheme Business Case – Final Report for the wider TCAP proposals (also dated January 2015) and was revisited in spring 2016 in order to review its application to those proposals and the role of distributional impact analysis in scheme development.
- 8.4 Distributional impacts relate to the extent to which there are differences in the way the effects of a particular intervention, measured by reference to certain key indicators, will affect different groups, particularly vulnerable groups, in society, including children, older people, people with a disability, Black and Minority Ethnic communities and others. The appraisal has shown that there will be no disproportionate impact on groups with protected characteristics.
- 8.5 In promoting the wider TCAP proposals and, latterly, in formulating the Order, full regard has been had to the Council's statutory obligations under the Equality Act 2010 and, in particular, its duty under section 149.

## **9 EASEMENTS, RIGHTS ETC**

- 9.1 It is intended that a general vesting declaration(s) will be made by the Council in respect of the Order Land in the event that the Order is confirmed by the Secretary of State. It is also the intention of the Council that all easements, covenants, rights and other interests in the land included in any such general vesting declaration shall be acquired and/or overridden and compensation paid to those who formerly held the benefit of such easement, right etc.
- 9.2 Any mortgages or rent charges are to be dealt with in accordance with Sections 14 – 17 and Section 18 of the Compulsory Purchase Act 1965.

## **10 OTHER CONSENTS REQUIRED**

- 10.1 No other consents are required to be obtained in connection with the Order.

## **11 COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007**

- 11.1 This Statement is not intended to be a statement of case under Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007 and the Council reserves the right to alter or expand it as necessary for the purpose of Rule 7.

## **12 INSPECTION OF DOCUMENTS**

- 12.1 A copy of the Order, the Order Schedule, the Order Map and other supporting documents (see Section 13) may be seen at the Council's offices at Fred Perry House reception, Edward Street, Stockport SK1 3UR (opening hours: 8.30am to 5.00pm Monday to Friday).

## **13 INQUIRY DOCUMENTS**

- 13.1 The following documents may be referred to or put in evidence in the event of an inquiry:
- 13.1.1 Executive Decision dated **TBC** and Cabinet Report
  - 13.1.2 Gateway to the Future – Regeneration Plan for the Town Centre and M60 Gateway (2000)
  - 13.1.3 Greater Manchester Town Centre Project: Concluding Report (March 2013)
  - 13.1.4 Stockport Town Centre Development Prospectus (2011)
  - 13.1.5 Stockport Town Centre Development Prospectus (2014)
  - 13.1.6 A Plan for Growth and Reform in Greater Manchester (March 2014)
  - 13.1.7 Stockport Core Strategy Development Plan Document (March 2011) – relevant policy extracts
  - 13.1.8 Stockport Unitary Development Plan Review (May 2006) – relevant policy extracts
  - 13.1.9 National Planning Policy Framework (March 2012)
  - 13.1.10 Greater Manchester Strategy: “Our People, Our Place” (2017)
  - 13.1.11 Greater Manchester Transport Strategy 2040 (February 2017)
  - 13.1.12 South-East Manchester Multi-Modal Strategy (Final Report, September 2001)
  - 13.1.13 Draft Stockport Walking and Cycling Strategy
  - 13.1.14 Stockport Town Centre Access Plan: Distributional Impacts Full Appraisal (January 2015)
  - 13.1.15 Guidance on Compulsory purchase process and The Crichel Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion (October 2015)
  - 13.1.16 Local Authority Circular (Department for Transport) 2/97
- 13.2 They may be inspected at the same venue and times as the Order, the Order Schedule and the Order Map (see paragraph 12.1).

## **14 CONCLUSION**

- 14.1 In conclusion, for the reasons set out in this Statement, the Council considers that there is a compelling case in the public interest for the compulsory acquisition of the interests referred to in the Order and the Order Schedule.



## APPENDIX 1 – ORDER MAP

## **APPENDIX 2 – LOCATION PLAN**

## **APPENDIX 3 – GENERAL ARRANGEMENT DRAWING: THE SCHEME**

## **APPENDIX 4 – CONTEXT PLAN**

## APPENDIX 5 – PLANNING POLICY CONTEXT

### 1 NATIONAL PLANNING POLICY

#### National Planning Policy Framework

- 1.1 The National Planning Policy Framework (“**NPPF**”) highlights that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country’s inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. Furthermore, the NPPF (paragraph 19) states that: *“The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”*
- 1.2 In order to help achieve economic growth, the NPPF (paragraph 20) highlights the need for Local Planning Authorities (“LPAs”) to plan proactively to meet the development needs of businesses and support an economy fit for the 21st Century. The need for planning policies to promote competitive town centre environments and ensure the vitality of town centres is enhanced is set out within the NPPF (paragraph 23). More specifically, this section of the NPPF sets out the need for LPAs to recognise town centres as the heart of their communities and pursue policies to support their viability and vitality.
- 1.3 The NPPF (paragraph 29) highlights the important role that transport policies play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF states that *“The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”*
- 1.4 The important role that the planning system can play in facilitating social interaction and creating healthy, inclusive communities is emphasised within the NPPF. The NPPF (paragraph 69) highlights that planning decisions should aim to achieve places which promote:
- opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;

- safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

#### The Greater Manchester Strategy: Our People, Our Place

- 1.5 The Greater Manchester Strategy: “Our People, Our Place”, published in October 2017 (**“the GMS”**), builds on the work that has been done in previous strategies around reforming public services and growing the economy. It is the blueprint for the future of Greater Manchester’s public services, setting out how the ten Greater Manchester local authorities and the Greater Manchester Mayor, the NHS, transport, police and the fire service will work alongside local people to take charge of Greater Manchester’s future.
- 1.6 Prior to the publication of the GMS, Greater Manchester adopted the “Stronger Together: Greater Manchester” strategy. This strategy formed the basis of a number of programmes aimed at delivering the growth, which included:
- 1.6.1 **Establishing the UK’s first Combined Authority** – the Greater Manchester Combined Authority (**“the GMCA”**) is made up of the ten Greater Manchester local authorities and Mayor, who work with other local services, businesses, communities and other partners to improve the city-region.
- 1.6.2 **Establishing the LEP** – the Greater Manchester LEP brings together the private and public sectors to support business growth, develop local skills and innovation, direct investment and reform public services. The LEP works in partnership with the GMCA and works through a range of delivery bodies.
- 1.6.3 **Agreement of the first City Deal** – the Greater Manchester City Deal, agreed in July 2012, is an agreement between government and the city of Manchester. It gives the city and its surrounding area certain powers and freedom to take charge of and responsibility for decisions that affect their area, i.e. to help businesses grow, create economic growth and decide how public money should be spent within the city and its surrounding area.
- 1.6.4 **Piloting new ways of delivering public services through Greater Manchester’s status as a Whole Place Community Budget Scheme** – Greater Manchester successfully bid to be chosen as a Whole Place Community Budget pilot area, one of four in operation. A project team of Greater Manchester officers and government

officials has been set up to commission and manage the pilot. The community budget concept will allow the Greater Manchester local authorities to work with all public services in their area in order to combine resources into a single locally coordinated pot with greater control of services for local people.

- 1.6.5 Establishing the **Greater Manchester Investment Framework for Growth**, including the **Greater Manchester Evergreen Fund** which is used to fund major development projects and a £1.5 billion **Greater Manchester Transport Fund**, the purpose of which is to assist viable projects to secure funds in order to support economic growth but which are not able to obtain financing from traditional sources.
- 1.6.6 Devolving responsibility for allocations of the **Regional Growth Fund**, created in June 2010, with the intention of promoting the private sector in those areas in England which most at risk from public sector cuts by providing financial support for private enterprises to leverage additional funding and create sustainable jobs.
- 1.6.7 The **Greater Manchester LEP's Growing Places Fund** – aimed at kick-starting 'stalled' developments which will foster business growth and create jobs.
- 1.7 The GMS sets out 10 priority areas, which are as follows:
- Children starting school ready to learn
  - Young people equipped for life
  - Good jobs with opportunities for people to progress and develop
  - A thriving and productive economy in all parts of Greater Manchester
  - World-class connectivity that keeps Greater Manchester moving
  - Safe, decent and affordable housing
  - A green city-region and a high quality culture and leisure offer for all
  - Safer and stronger communities
  - Healthy lives, with quality care available for those that need it
  - An age-friendly Greater Manchester
- 1.8 The transport ambitions identified in the GMS are that Greater Manchester will have world-class connections that support long term, sustainable economic growth and access to opportunity for all; that air quality will be improved and congestion reduced; and that Greater Manchester will be a key international gateway to the UK and will be a gateway to the world for UK businesses and communities.
- 1.9 The GMS identifies the importance of transport and connectivity for Greater Manchester's future, and identifies that good quality, reliable and affordable transport is vital to release the potential of communities by connecting people to jobs and opportunities.

- 1.10 The GMS commits to investment to make road journeys more reliable, to ensure that existing transport networks are well-maintained, and to create a modern public transport system so that people have a real alternative to the car for orbital trips around the city-region, as well as into Greater Manchester's town and city centres. As part of this, the GMS aims to encourage residents to lead active lives, by putting in place the infrastructure required to enable more people to walk or cycle, and redesigning streets to meet the needs of all users, establishing Greater Manchester as a world-leading cycle city.

#### Greater Manchester Transport Strategy 2040

- 1.11 The Greater Manchester Transport Strategy 2040 ("**the Strategy**") has been developed by Transport for Greater Manchester on behalf of the GMCA and the LEP. The Strategy focuses on creating an integrated, sustainable and well co-ordinated transport system. Considering all types of travel, from short local trips to Greater Manchester's global connectivity, the Strategy shapes the future of transport as part of a radical and ambitious new approach to planning in support of the region's long-term needs and aspirations.
- 1.12 The publication of the final Strategy in February 2017 follows a public consultation that closed on 26 September 2016, and which received nearly 1,800 responses – with over 70 per cent of respondents agreeing that the Strategy will help to achieve long-term, sustainable economic growth for all, showing strong public support for future plans.
- 1.13 Alongside the Strategy sits a five-year delivery plan, detailing the first stage of implementation from 2016-2021. Together these documents make up the new statutory Greater Manchester Local Transport Plan ("**LTP4**").
- 1.14 The Strategy sets out a vision for the transport network that Greater Manchester needs by 2040 to have *"world class connections that support long-term sustainable economic growth and access to opportunities for all"*. Importantly, the Strategy is not about simply predicting what the future might hold and responding accordingly – it's about helping to shape and create a successful, resilient city-region, ready to tackle the challenges, and opportunities, of the 21st century – such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce poverty and social inequality in the city-region. Greater Manchester's priority interventions range from transformational investment in HS2 and new, fast east-west rail connections across the North, to establishing Greater Manchester as a modern, pedestrian and cycle-friendly city-region.
- 1.15 The Strategy has four key elements which represent the goals of the Strategy, these are as follows:



- 1.15.1 To support sustainable economic growth we need to: tackle congestion; improve access to skills and markets; make road journeys more reliable; ensure that transport networks are well maintained; and create the sort of efficient, seamless public transport system and attractive walking and cycling environments that are found in leading European cities;
- 1.15.2 To improve the quality of life we need to: improve access to jobs, training, education, healthcare, shopping and recreation; improve health through more active travel; and improve safety and security on the network;
- 1.15.3 To protect the environment we need to: increase the use of sustainable transport, reduce emissions; make the best use of existing infrastructure; and protect the natural and built environment; and
- 1.15.4 To develop an innovative city region, we need to: embrace the potential of technology to improve performance and wellbeing; reduce costs and resource consumption; and improve the customer experience.
- 1.16 The Strategy focuses principally on creating an integrated, well co-ordinated transport system which supports a wide range of different travel needs. However, there are some modal principles which underpin the entire strategy and define specific aspirations for bus, rail, Metrolink, active travel and highways in Greater Manchester.
- 1.17 Specific transport proposals within the Strategy are set out in relation to five ‘spatial themes’, representing the different types of travel in and around Greater Manchester. These cover proposals for residents, businesses (including movement of goods), and visitors to Greater Manchester.
- 1.18 In terms of travel across the wider city-region, Greater Manchester’s ambition is that:
- “Our regenerated town centres are easy to get to, particularly by sustainable modes, and pleasant to walk around and spend time in. Journeys across the area, between centres or to other major destinations will be made easier through better and faster orbital links, reduced congestion, a more reliable bus network, more effective interchange and better-connected cycle routes. Road collisions will fall, year on year, moving towards our goal of reducing deaths and serious injuries as close as possible to zero. The significant new development expected in Greater Manchester will be accessible by sustainable modes of transport, so that the impact of the extra trips on the road network is reduced.”*
- 1.19 Against this ambition, the Stockport Town Centre Access Plan (“**TCAP**”) (Policy W.4) is identified in LTP4 as a priority intervention and a committed scheme for the Wider City

Region, the aim of which is to improve accessibility and connectivity to and around Stockport town centre.

#### South-East Manchester Multi-Modal Strategy

- 1.20 The South-East Manchester Multi-Modal (“**SEMMM**”) Strategy (Final Report, September 2001) was prepared by Stockport, Cheshire East, Derbyshire and Tameside Councils and covers an area to the south-east of Manchester. The 20 year strategy was developed to deal with existing and predicted transport problems in the area.
- 1.21 The 2001 SEMMM Strategy is in the process of being refreshed in order to take account of progress achieved since its adoption and to set a new strategy for the period up to 2040.
- 1.22 The improvement works being undertaken as part of the TCAP closely align with the objectives of both the 2001 SEMMM Strategy and the emerging strategy, which include promoting environmentally sustainable economic growth and urban regeneration, improving amenity, safety and health by minimizing accidents and reducing pollution levels, enhance the areas’ town centres, encourage community, cultural life and social inclusion, provide accessible public transport and improve cycling and pedestrian facilities in residential areas.

#### Draft Greater Manchester Spatial Framework

- 1.23 In parallel with the development of the GMS, Greater Manchester has placed itself at the forefront of the debate for greater devolution from government to the city regions. In 2012, the GMCA secured a City Deal with the Government that gave the GMCA greater autonomy on matters such as business support, trade, investment and housing.
- 1.24 In March 2014, the GMCA submitted ‘A Plan for Growth and Reform in Greater Manchester’ to the Government. This document set out the basis of a new relationship between the Government and Greater Manchester that would enable the ten Greater Manchester local authorities to take more control of planning and transport in the region (amongst other things). A full Transport Strategy and Investment Plan was prepared with the Growth Plan which again highlighted the need to prioritise improved transport connectivity across the region and beyond, to support economic growth.
- 1.25 The Council continues to work with the nine other local authorities in Greater Manchester to develop a spatial framework for the area.
- 1.26 The Greater Manchester Spatial Framework (“**GMSF**”) will support the city-region to make the most of its towns and neighbourhoods and support development to benefit local people. This means supporting town centres, building new quality homes and attracting businesses.

The GMSF will identify the land Greater Manchester needs to meet demand for housing and business development and will help manage the supply of land across the city-region. This will include:

- Determining how many new homes and how much land is needed for new jobs over the next 20 years, as well as identify broad locations or areas for development;
- Identifying infrastructure (things like transport links and public services) required to support development; and
- Identifying ways to protect the city-region's green space alongside development so that great places are developed where people want to live, work and visit.

## **2 LOCAL PLANNING POLICY**

### The Development Plan

- 2.1 The Development Plan for Stockport currently consists of the Stockport Core Strategy Development Plan Document (adopted in March 2011) and the saved policies within the Stockport Unitary Development Plan Review (May 2006).

### **Stockport Core Strategy**

- 2.2 The Core Strategy provides the overall spatial strategy for Stockport. It identifies why change is needed; what should be done; and where, when and how it is going to happen, including the provision of supporting infrastructure. The Core Strategy covers the period from its adoption – 2011 to 2026. The overall aim is to make Stockport more sustainable, meaning a physical pattern of development and land use that is beneficial for the people of the Borough and its visitors, and that protects the local and global environments – both at the current time and in the future.
- 2.3 The Core Strategy, at paragraph 3.2, sets out a list of objectives for the future of Stockport. These objective include:
- 2.3.1 Supporting economic development and regeneration in accessible locations, with particular emphasis upon developing key economic growth sectors;
- 2.3.2 Developing Stockport town centre as the principal focus for employment in the office, retail, leisure and service sectors;
- 2.3.3 Focusing office development also within the M60 Gateway, with other development in

and around district centres and on existing employment areas in order to create a sustainable economy in the Borough;

2.3.4 Allocating and protecting appropriate land for industrial and warehousing uses in locations such as Bredbury Industrial Estate and other sites with good transport connections; and

2.3.5 Ensuring that the jobs which are created within the Borough are accessible to the maximum number of the Borough's residents, through appropriate provision of employment sites, transport, education and skills training.

2.4 Other Core Strategy policies of particular relevance to the TCAP and the Scheme are as follows:

2.4.1 Policy CS9 encourages development that is in locations which are accessible by walking, cycling and public transport. The policy highlights that the Council will support development which reduces the need to travel by car. Development will be required to consider the needs of the most vulnerable road users first.

2.4.2 Policy CS10 highlights that the Council and its partners will manage development and seek to implement strategies which ensure that no section of the community suffers unnecessary inequality as a result of their transport needs not being sustainably met. The policy identifies a series of measures that have been identified by the Council and will be pursued in order to mitigate the impacts of development in the town centre, which are:

- a) An area-wide Travel Plan for Stockport Town Centre;
- b) A new public transport interchange in Stockport town centre. This will not only improve interchange between bus and rail journeys, but will also be 'future-proofed' in order to accommodate the future extension of Metrolink into Stockport town centre from East Didsbury;
- c) The Town Centre Accessibility Package (i.e. an earlier iteration of the TCAP) will be implemented to improve road infrastructure in and around the town centre. This will ease congestion for buses and for general road traffic; and
- d) A separate strategy for transport in Stockport town centre strategic location will be set out in the forthcoming Allocations DPD (once adopted).

2.4.3 The TCAP, in respect of which the Scheme is an integral part, is identified as a key

package of infrastructure works required to deliver Policy CS10 within the first 5 years of the Core Strategy plan period.

- 2.4.4 Policy CS11 highlights that the council's objective is for the development of a compact, accessible and pedestrian friendly retail core area, within a wider town centre which accommodates other town centre uses. Furthermore, the policy sets out the need for the heritage of the town centre to be preserved and where possible enhanced through quality design.

### **Stockport Unitary Development Plan Review**

- 2.5 The Unitary Development Plan (“**UDP**”) sets out the Council's policies and proposals in respect of the development and other use of land in the Borough. The UDP Review was adopted in May 2006 and is still part of Stockport's Development Plan Framework.
- 2.6 Policies of particular relevance to the TCAP and the Scheme are as follows:
- 2.6.1 Policy TCG1 highlights that development will be controlled and schemes permitted which promote Stockport town centre as an attractive and prosperous sub-regional retail and commercial centre, and which promote the regeneration of the M60 Gateway through high quality, mixed-use development.
- 2.6.2 Policy TCG1.2 confirms that the Council will bring forward and support proposals to sustain and enhance sustainable transport links into and through the town centre/M60 gateway area, especially to develop routes from the central transport hub. Development which is accessible using such links will be expected to maximise the opportunities for travel to their sites by sustainable modes, rather than by car. Contributions to improving the capacity of the links and/or improving other routes will be required commensurate with the scale of development and traffic impact.
- 2.6.3 Policy TCG1.4 states that the Council will bring forward and support proposals to sustain and enhance sustainable transport links into and through the Town Centre/M60 gateway area, especially to develop routes from the central 'transport hub' including (amongst others):
- a) Strategic walking and cycling routes, including the Trans-Pennine Trail;
  - b) Existing or proposed Integrated Transport Corridor on the A6, A560 and A5145; and
  - c) Improving interchange facilities, including at the bus and rail stations.

## Other

### **Draft Stockport Walking and Cycling Strategy**

- 2.7 The Council is in the process of drafting a combined Walking and Cycling Strategy for Stockport. The draft strategy recognises the role which cycling and walking can play in achieving the Council's wider ambitions around health and well-being, improvements in air quality and modal shift.
- 2.8 The draft strategy identifies the following benefits which the Scheme supports and will assist in achieving:
- 2.8.1 Objective 1: the use of targeted promotion and training to encourage all groups to consider cycling and walking, and to improve safety.
  - 2.8.2 Objective 2: the creation and maintenance of a high quality and fully connected cycling and walking network within Stockport.
  - 2.8.3 Objective 3: to encourage 'last mile' cycling and walking and to encourage interconnection with public transport by ensuring high quality facilities are in place.
  - 2.8.4 Objective 4: to ensure that walking and cycling are fully integrated within the wider planning and scheme design processes by the Council and its partners.
  - 2.8.5 Objective 5: to ensure that neighbourhoods and district centres are "cycling and walking friendly" to encourage short, local trips by bike and on foot.
  - 2.8.6 Objective 6: to improve and maintain high quality cycling and walking connections with neighbouring areas, ensuring that all areas of Stockport are fully integrated within the wider Greater Manchester network.