

# Stockport Town Centre Residential Design Guide

## Report of Consultation

September 2024

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## 1. Introduction

- 1.1. The council has prepared a Town Centre Residential Design Guide to set out the council's design expectations for this area of the borough. The council has prepared the guide to align with their ambitions for Stockport, working with industry experts (including Planit and 5Plus Architects).
- 1.2. The document provides general guidance for the whole town centre, known as the key components to successful town centre living. It also provides specific character area guidance for each of the 12 distinct character areas identified within the town centre. Finally, the guide identifies The Stockport Assets. These are important features that make up the unique character of Stockport Town Centre, which should be protected and enhanced.
- 1.3. The guidance has been prepared in accordance with national planning policy and guidance, both in terms of the process and its content.
- 1.4. The approach to consultation was also in line with the Council's Statement of Community Involvement, which is available on the council's website:  
<https://www.stockport.gov.uk/statement-of-community-involvement>

## 2. Approach to consultation

- 2.1. Prior to the publication of the consultation version of the Town Centre Residential Design Guide, the guide was taken to the relevant area committees. The area committees were requested to comment on the guide. These included:
  - Heatons and Reddish Area Committee – 4<sup>th</sup> March 2024
  - Central Stockport Area Committee – Thursday 7<sup>th</sup> March 2024
- 2.2. A public consultation took place from 22nd May – 3rd July 2024. The Design Guide was uploaded to Citizen Space, which is Stockport Council's online consultation platform. This platform allowed users to provide comments on each of the chapters within the guide.
- 2.3. Emails and letters were sent to statutory consultees and those within the planning policy mailing list.
- 2.4. A presentation to the Mayoral Development Corporation Board took place on 6th June 2024, where members of the board were offered the opportunity to comment. The council's Public Health Senior Management Team also received a presentation of the design guide on 24th June 2024 and formal comments were provided subsequently.

## 3. Main issues raised during the public consultation

- 3.1. A total of 23 comments were received via Citizen Space. A further 8 responses were received via email. A summary of all of the responses as well as a schedule of amendments can be found at Appendix 1.
- 3.2. The comments have been analysed by officers and a number of key themes have been identified. These are outlined below with a response to each of the key issues.

## Main issue 1: safety and inclusion

- 3.3. Anti-social behaviour was raised as an issue, in particular within communal areas. The guide advocates for high quality communal areas for higher density development. Some commented that these areas would promote anti-social behaviour and queried how they would be monitored and maintained.
- 3.4. Inclusion was also raised by commentators. Some noted that new places and spaces should be safe and inclusive for minorities, those with diverse backgrounds and/or disabled. In terms of movement around the town centre, it was recognised that Stockport's topography makes it difficult to make the area accessible. It was suggested that the use of gradual ramps should be prioritised, and steps/stairs should be limited.
- 3.5. It was also noted that more young people should be involved in the design process and that they should have a say on what's 'iconic'. Related to this, it was recommended that design training should be provided to the local community with the aim of achieving higher design standards. It was suggested that this could be similar to carbon literacy training.

## Response

- 3.6. With regards to the safety of communal areas, the key component 'make sure it's deliverable' provides guidance relating to maintenance, management and stewardship. The guide makes clear that applicants should submit an operational management strategy which will define the responsibilities for the long-term maintenance of developments, including surrounding public, semi-private and private realm. The guide also advocates for stewardship to be undertaken by residents, to take ownership of their private and shared spaces. Ensuring that management and maintenance are considered at the application stage will help to support high-quality communal areas.
- 3.7. The guide also advocates for 'passive surveillance'. This means designing developments to increase visibility within and around the site. This can include orientating windows, balconies and doors so that they face out onto spaces. It can also include ensuring that there is high footfall and appropriate lighting in communal areas. Areas with high levels of passive surveillance are less likely to experience crime and anti-social behaviour.
- 3.8. With regards to inclusion, the guide places great importance on creating 'a place for all'. This key component is underpinned with the ambition to ensure that Stockport Town Centre is a place where people of all ages, demographics and levels of mobility can enjoy a high quality of life.
- 3.9. The final point is in relation to ensuring that a wide range of people are engaged in the design/planning process. The council are currently developing a design code<sup>1</sup>. A fundamental aspect of this process is getting the local community involved from an early stage to help deliver the code. It is the council's ambition to upskill the local community through this process.

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<sup>1</sup> See: <https://www.stockport.gov.uk/stockport-design-code#:~:text=We're%20committed%20to%20making,live%20happy%20and%20healthy%20lives.>

## Main issue 2: transport

- 3.10. A number of commentators raised parking as a key issue in response to the consultation design guide. Respondents were concerned that there would be a lack of car parking available in new residential developments. It was noted that a lack of parking would cause on-street parking on surrounding streets. It was also noted that this would discourage people from owning electric cars as they would not be able to charge them.
- 3.11. There were also concerns that new residential development would lead to additional car journeys within and around the town centre. Some commentators noted that there are already traffic problems in this area and that roads need resurfacing.
- 3.12. Cycle parking was also noted as a key issue. It was noted that there should be more than one cycle space per home and bike parking should be high quality and secure. Parking for mobility scooters and electric wheelchairs was also identified as a key issue.
- 3.13. It was also acknowledged that there should be consideration for how people will get around without using a car. It was noted that there needs to be more public transport which is cheaper and more reliable. It was recognised that many people rely on online deliveries and taxis. Therefore, it is important that new residential development factors in parking for these services.
- 3.14. National Highways provided comments on the guide stated that it supports their aim to reduce vehicle trips and promote active travel. It was noted that PAT-10 specifically discusses prioritising active travel, and it is important that design choices by developers include connections through and around their sites to enable this to become a reality.

## Response

- 3.15. This document is a design guide and is therefore underpinned by transport strategy and policies that have already been adopted. Furthermore, this document does not define the council's transport ambitions, public transport strategy or parking standards. It does, however, provide guidance on how to sensitively integrate parking into new development and ensure development is in close proximity to public transport infrastructure.
- 3.16. It is acknowledged that some of the language in the draft guide is negative when referring to vehicular traffic and associated parking. The guidance in relation to vehicular parking is often prefaced with 'where it is proven that car parking is necessary' or 'where car parking is deemed necessary'. As outlined above, the guide does not set out the council's parking standards and therefore it is not appropriate for the guidance to assess the necessity of proposed parking. As such, the language has been softened in these sections of the guide to state 'where car parking is proposed as part of the development'.
- 3.17. Further to the above, the opening paragraph to the 'prioritising pedestrians and cyclists' key component chapter has been amended. The previous wording set out 'the Central Stockport Infrastructure Delivery Plan outlines a clear goal for the town centre – to improve connectivity, reduce the number of cars and rebalance movement towards active transport'. This sentence has been amended to better reflect the wording in the Infrastructure Delivery Plan. It now reads 'The Central Stockport Infrastructure Delivery Plan outlines a clear goal for the town centre - to rebalance movement towards more sustainable forms of travel. This

includes removing strategic traffic from the urban core, improving choice and delivering balanced streets which priorities space for people’.

- 3.18. In terms of cycle parking, the guide already provides a number of points relating to this issue. In particular the ‘integrate accessible and secure cycle storage a parking’ section seeks to maximise the amount of safe, secure and well-lit cycle parking facilities. Further to this, guidance point CH-8 relates to parking for mobility scooters and aids.
- 3.19. The points relating to deliveries and taxis have been noted. As such an additional section has been added to the key component ‘make sure it’s practical’. This sub-section provides design guidance on accommodating deliveries, drop-offs, tradespeople and visitors.
- 3.20. A minor edit has been made to PAT-10 to reflect the comments made by National Highways. This makes clear that new development should ensure that it is connected to other developments and public space.

### Main issue 3: Stockport’s heritage

- 3.21. Commentators agreed that heritage assets in the town centre should be protected and promoted. However, some noted that the design of the new development adjacent to the Viaduct is inappropriate.
- 3.22. Commentators agreed that iconic individual landmarks and features should be protected and enhanced through development.
- 3.23. Historic England generally supported the draft design guide but provided some recommendations regarding the heritage aspects. They noted that the guide is generally consistent with the National Planning Policy Framework in terms of design however, some of the terminology relating to the historic environment is inconsistent. It was also noted that a variety of terms are used when referring to the historic environment and that this should be more streamlined. It was recommended that a glossary be included as part of the guide.
- 3.24. It was also recommended that the guide place more emphasis on new development within Conservation Areas and within the setting of other heritage assets, looking for opportunities to enhance or better reveal their significance. Other minor points were also raised by Historic England which are outlined in the schedule of comments at Appendix 1 of this report (email response 7).

### Response

- 3.25. The key component ‘make sure it responds to context and character’ recognises that Stockport’s rich industrial heritage plays a part in creating its unique townscape. The guide states that this should be embraced and enhanced. Within this section, there is specific guidance relating to the historic environment and there are other guidance points elsewhere across the guide.
- 3.26. Following the consultation period officers from the council met with Historic England to discuss their comments and agree on any additional changes. Each of the comments made by Historic England were accepted and subsequent amendments were made to the guide. A full breakdown of the changes made can be found in the schedule of comments at Appendix 1 (email response 7).

## Main issue 4: Stockport's character

- 3.27. Commentators recognised Stockport Town Centre's distinctive character and identity. It was stated that it is important to retain this identity. It was also noted that the character of some areas within Stockport Town Centre could be improved.

### Response:

- 3.28. The guide acknowledges that the town centre has a unique sense of place. 'The Stockport Assets' section of the guide highlights the prevalent townscape features that make Stockport unique and states that new development should 'protect, enhance and complement' these assets.
- 3.29. The 'Character Area Guidance' of the guide takes a deep dive into the distinctive neighbourhoods that make up the town centre. These are underpinned by character appraisals that highlight the key characteristics of each area. Specific design guidance is then provided for each of these areas which draw out the townscape characteristics, issues and assets to which future residential development should respond.
- 3.30. Taking the above approach, means that the design guide has bespoke guidance for different areas of the town centre. The main purpose of this is to help reinforce and enhance its distinctive character.

## Main issue 5: number and mix of homes

- 3.31. A number of commentators noted that there should be a broad range of homes within the town centre. This should include small affordable flats up to large family homes. It was also highlighted that affordable homes need to be genuinely affordable for the people of Stockport and that any maintenance fees should be affordable. There should also be homes available for those with disabilities.
- 3.32. It was also noted by some commentators that there are too many homes proposed for the town centre and the densities are too high.

### Response:

- 3.33. It is important to note that this document is not a housing plan but is a guide to steer the design of new residential development in the town centre. At a strategic level, the council already have an ambition to deliver a significant number of homes within the town centre. The design guide supports the council's ambition.
- 3.34. This is underpinned by the 'One Stockport Housing Plan'<sup>2</sup> which sets out the council's priorities in terms of housing. These include 'delivering new homes' and delivering 'fair and inclusive homes'. Within these two priorities, the council wishes to 'improve the borough's mix of housing and meet increased demand for housing across all types and tenures to meet as wide a range of needs as possible' and 'increase the provision of new affordable housing (particularly for first time buyers and families)'. The Housing Plan also advocates to 'increase the number of supported homes and provide a greater choice of housing options including

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<sup>2</sup> See: <https://www.stockport.gov.uk/housing-plan#:~:text=Flourishing%20neighbourhoods-,Housing%20Plan%20overview,and%20a%20challenging%20economic%20climate.>

mixed tenure and forms of specialist housing which help Stockport's older, disabled and vulnerable residents people remain independent'. The guide is also underpinned by the policies set out within the council's development plan<sup>3</sup> which supports the delivery of affordable homes.

- 3.35. While the guide does not set out the council's housing strategy, it does include guidance points to support the creation of mixed neighbourhoods within the 'make sure it's a place for all' key component. This means residential schemes should provide a mix of housing types and tenures to provide options for Stockport residents. PE-15 specifically states that residential proposals should 'consider housing provision for all age categories'.

#### Main Issue 6: design of homes

- 3.36. Some commented that the design of new buildings (particularly high-rise) are unattractive and do not respond well to the Stockport context. Conversely, it was noted that the new buildings at Stockport Interchange and The Mailbox are examples of high-quality design and should be used as a benchmark for future development.
- 3.37. In terms of the materials used to construct new development, it was noted that they should be carefully sourced and sustainable.
- 3.38. A number of responses also noted that there is too much focus on communal spaces within the design guide and that there is still an appetite for people to have their own private gardens. Others also noted that new homes should include space to work from home.
- 3.39. Technical comments and recommendations were also received in relation to sunlight/daylight. These comments are outlined in the schedule of comments in Appendix 1 (Citizen Space response 23).

#### Response

- 3.40. The comments relating to the design of more recent developments are noted. The aim of the design guide is to drive a step change in the design of new development. It clearly sets out the council's vision and expectations with regards to design. While design is a highly subjective matter, it is considered that the implementation of the design guide will support well-designed schemes in the town centre.
- 3.41. With regards to the comments around private gardens, Stockport Town Centre is the most sustainable location in the district area and there is a council-wide ambition to deliver significantly more homes in this area of the borough. Given this, developments in the town should seek to optimise residential densities. One of the main ways to increase densities is to build more compact developments including apartment typologies. These types of developments do not typically have private gardens. Notwithstanding this, the guide does allow for private balconies and champions high-quality communal spaces.
- 3.42. In terms of delivering space to work from home, the guide already advocates for spacious homes through the 'make sure it creates a home' key component. CH-1 has been amended to make specific reference to delivering homes that have space for home working.

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<sup>3</sup> See: <https://www.stockport.gov.uk/development-plan>



- 3.43. A full breakdown of the changes made can be found in the schedule of comments at Appendix 1 (email response 7) in regards to the sunlight/daylight technical comments.

#### Main issue 7: local services, facilities and infrastructure

- 3.44. Many commentators noted the importance of ensuring new houses are supported by existing and new local services and facilities. This includes (and is not limited to): schools, healthcare facilities, shops, green spaces and bars/restaurants.
- 3.45. Others also noted that infrastructure relating to electricity may not be able to cope with the number of new residents.

#### Response

- 3.46. This document is a residential design guide and therefore it is not the appropriate document/strategy to set out local services, facilities and infrastructure.
- 3.47. Notwithstanding this, it is important to note that significant investment has already been put into the town centre. Notable projects include creating a food and beverage destination in Stockport's historic Market Place, the Redrock leisure development, new commercial development in Stockport Exchange, the development of a new bus station and Viaduct Park
- 3.48. The 'One Stockport, One Future Plan'<sup>4</sup> sets out the council's ambition to develop a new hospital and health hub in the town centre. It also sets out the aspiration for a new town centre secondary school.
- 3.49. Electricity demand within the town centre does not fall into the remit of the residential design guide. Notwithstanding this, the Central Stockport Infrastructure Delivery Plan Prospectus<sup>5</sup> sets out how we will meet energy demand in the town centre. This is supported by the Stockport Climate Change Strategy<sup>6</sup> which advocates for sustainable and renewable energy. Further information on this topic can also be found in the Stockport Energy and Carbon Evidence Study<sup>7</sup>.

#### Main issue 8: green infrastructure

- 3.50. Many respondents agreed that there should be more greenery in the town centre. Where trees are lost, this should result in significantly more trees being planted as mitigation.
- 3.51. The council should put tree preservation orders on trees that are part of Stockport's heritage and/or relate to a historic building.

#### Response

- 3.52. The guide advocates for increased quality and quantity of green (and blue) infrastructure across the town centre. The key components 'green, blue and sustainable public realm' and

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<sup>4</sup> See: <https://www.onestockport.co.uk/one-future-plan/>

<sup>5</sup> See: [https://www.stockportmdc.co.uk/wp-content/uploads/2021/01/Stockport-IDP-Prospectus-%E2%80%93-211020\\_FINAL.pdf](https://www.stockportmdc.co.uk/wp-content/uploads/2021/01/Stockport-IDP-Prospectus-%E2%80%93-211020_FINAL.pdf)

<sup>6</sup> [https://live-iag-static-assets.s3-eu-west-](https://live-iag-static-assets.s3-eu-west-1.amazonaws.com/pdf/PolicyStrategy/Stockport+Climate+Change+Strategy.pdf)

[1.amazonaws.com/pdf/PolicyStrategy/Stockport+Climate+Change+Strategy.pdf](https://live-iag-static-assets.s3-eu-west-1.amazonaws.com/pdf/PolicyStrategy/Stockport+Climate+Change+Strategy.pdf)

<sup>7</sup> <https://www.stockport.gov.uk/documents/energy-and-carbon-study-2020>

'buildings', set out that there is a significant opportunity to integrate green and blue infrastructure into streets, spaces, private outdoor areas and buildings. The relevant sections of the document provide guidance on how new development can meet that ambition.

- 3.53. Stockport has a number of Tree Preservation Orders. Trees within Conservation Areas are also protected. Details of the location of all Tree Preservation Orders and Conservation Areas are on the council's website<sup>8</sup>.

### **Viability and delivery**

- 3.54. It was noted that the guidance set out within the key components may be compromised in negotiations with developers around viability and deliverability. Commentators also noted that while the key components should be delivered, this shouldn't be at the expense of inward investment.

### **Response**

- 3.55. The key component 'make sure it's deliverable' sets out that viability should be considered from the start of the design process. Guidance point D-5 specifically notes that developers should 'consider the cost of delivering high-quality design at the site acquisition stage'. The purpose of the design guide is to clearly outline the council's expectations with regard to high-quality design. Given this, applicants will have the ability to factor this in from the very start of the project.

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<sup>8</sup> <https://www.stockport.gov.uk/tree-preservation/check-if-there-is-an-existing-tree-preservation-order>

## Appendix 1: schedule of comments and amendments

Respondent	Summary	Officer Response	Amendments
Heatons and Reddish Area Committee	No comments or questions	None	None
Central Stockport Area Committee	Officers were commended for their excellent work on the design guide.	None	None
MDC Board	<p>Public realm – important that developers provide a maintenance programme upfront. Does not need to be in fine detail at the early stages but it must be identified. Need to ensure that this is included within the guide.</p> <p>Queries relating to SPD vs guide.</p> <p>The guide should focus more on connectivity. Cars will be present in the town centre so we need to ensure the guide recognises this.</p> <p>Current wording of PE-4 states that Building Regulations Part M4(3) for wheelchair user housing will be supported. The wording should be changed from supported to encouraged.</p> <p>Concerns were raised about the proposed densities in some areas of the town centre. It was noted that the design guide is more of a broadbrush document whereas a design code would be more specific.</p> <p>The assessment of individual character areas and assets was supported.</p> <p>The good relationship between the MDC and planning officers was complemented.</p>	<p>Refer to the response for Main Issue 1: Safety and Inclusion</p> <p>Refer to the response for Main Issue 2: Transport</p> <p>Refer to the response for Main Issue 5: Number and Mix of Homes</p>	<p>PE-4 has been amended in line with the comments.</p> <p>The opening paragraph of the key component ‘prioritises pedestrians and cyclists has been amended to better reflect the Central Stockport Infrastructure Delivery Plan.</p> <p>The guidance in relation to vehicular parking is often prefaced with ‘where it is proven that car parking is necessary’ or ‘where car parking is deemed necessary’. As outlined above, the guide does not set out the council’s parking standards and therefore it is not appropriate for the guidance to assess the necessity of proposed parking. As such, the language has been softened in these sections of the guide to state ‘where car parking is proposed as part of the development’.</p>

Respondent	Summary	Officer Response	Amendments
Public Health Senior Management Team	<p>Ensure that new homes prioritise the use of electric/heat pumps for heating. The use of combi boilers is problematic.</p> <p>The town centre is bounded by the M60 and includes both the A6, which presents some of the greatest air quality challenges in Stockport. Careful design and phasing will be needed to ensure that residents are not exposed to excessive levels of harmful pollutants in the vicinity of major roads.</p> <p>Need to ensure that new homes have adequate ventilation for indoor spaces. Indoor impacts of material choices should also be considered with low VOC materials.</p> <p>While we welcome the design for all emphasis in this design guide, we all too often see poor design in developments that are coming forward, with insufficient or only offsite provision for formal and informal play, and limited consideration of the accessibility needs of elderly or disabled residents. A new norm of incorporating play on roof spaces needs to be established as we move towards a society in which children are increasingly brought up in higher density housing.</p> <p>It is important to note that a lack of affordable housing can be argued to contribute to widening health inequalities, with additional pressure on the Council's public health and related budgets.</p> <p>It is likely that we will see an increase in tall buildings in Stockport – and this should mean publicly accessible, shared spaces at height. While these are welcome, they do bring particular health and safety risks – and particularly the risk of increased suicide.</p>	<p>The point around prioritising the use of electric/heat pumps is welcomed. However, this does not fall within the scope of the design guide.</p> <p>New point added within 'Creates a Home', to ensure new properties have adequate daylight, privacy and ventilation.</p> <p>Integrating play into new developments is strongly advocated for within the design guide. In particular the following guidance points: PE-9, PE-11, APR-8, PAT-5.</p> <p>New section proposed on creating healthy and safe places which covers suicide prevention.</p> <p>With regards to affordable housing, refer to the response for Main Issue 5.</p>	<p>Additional point added to the 'make sure it creates a home' key component. CH-2 - Ensure that new properties provide adequate daylight, privacy and ventilation for new and existing residents.</p> <p>New section in the Place for All key component</p> <p>Create healthy and safe places</p> <p>PE -XX Places and spaces should be designed with the aim of improving public health outcomes and reducing health inequalities</p> <p>PE-XX - The layout of new developments and their links to the surrounding walking network should take account of design features which discourage crime and antisocial behaviour</p> <p>PE-XX Proposals which include high rise buildings or structures will be expected to be supported by a suicide prevention risk assessment. The solutions that are agreed as part</p>

Respondent	Summary	Officer Response	Amendments
			<p>of this risk assessment must be delivered alongside the development.</p> <p>Reference to Preventing Suicides in High Rise Buildings and Structures (City of London Corporation, 2022) has been added to the additional guidance section.</p>
<p>Citizen Space response 1 (Friends of Crookiley Woods)</p>	<p>Communal areas in flats will attract antisocial behaviour.</p> <p>There is a lack of safe arterial routes from the Town Centre to the suburbs.</p> <p>Issues around parking (flats to have no parking and houses to have one parking space). This will limit the ability of people to have electric and self-driving cars.</p> <p>The design guide lacks mention of how the Town Centre’s electricity supply will cater for the increased use of electric cars.</p>	<p>Refer to the response for Main Issue 1: Safety and Inclusion</p> <p>Refer to the response for Main Issue 2: Transport.</p> <p>Refer to the response for Main Issue 7: Local services, facilities and infrastructure</p>	
<p>Citizen Space response 2</p>	<p>This historic architecture in the town centre should be protected and promoted. In particular, the historic core needs preserving and heritage building such as the Markey Hall, Plaza and Viaduct. Particularly interested in seeing what happens to the old Robinsons Brewery building as it is one of my favourite buildings.</p> <p>Agree with making green, blue and sustainable, improving cycle / active travel infrastructure, making use of existing historic architecture and building new architecture that is in keeping with this, and opening up the river Mersey.</p>	<p>Refer to the response for Main Issue 3: Stockport’s heritage</p> <p>Refer to the response for Main Issue 5: Number and mix of housing</p> <p>With regards to Edgeley District Centre, this design guide focuses on the Town Centre area only and therefore does not fall into its remit.</p>	

Respondent	Summary	Officer Response	Amendments
	<p>More independent food, drink and artisan outlets are welcome.</p> <p>There must be a broad range of housing, from small affordable flats up to large family homes (all in keeping with each other) with lots of green open space.</p> <p>Edgeley should be incorporated into the adjacent Weirside, Brinksway, Royal George Quarter and Stockport Station Quarter and Exchange areas and have significant investment (make Castle Street a cafe culture, pedestrianised area)</p>		
Citizen Space response 3	There needs to be more public transport options and local services to support new homes/residents.	<p>Refer to the response for Main Issue 2: Transport</p> <p>Refer to the response for Main Issue 7: Local services, facilities and infrastructure</p>	
Citizen Space response 4	<p>A good mix of accommodation is vital and this should include family sized homes.</p> <p>Should avoid high annual maintenance fees for residents.</p> <p>Need to protect and enrich our heritage to retain the charm and character of Stockport.</p>	<p>Refer to the response for Main Issue 3: Stockport's heritage</p> <p>Refer to the response for Main Issue 5: Number and mix of housing</p>	
Citizen Space response 5 (Proud Heatons)	<p>We should ensure that new places and spaces are safe and inclusive for minorities, those with diverse backgrounds and those who are disabled.</p> <p>Stockport Homes should become a registered charity organisation or Community Interest Company (CIC).</p> <p>Materials used to construct new homes should be carefully sourced and be economically, ethical and sustainable.</p>	<p>Refer to the response for Main Issue 1: Safety and Inclusion</p> <p>Refer to the response for Main Issue 5: Design of homes.</p> <p>Refer to the response for Main Issue 8: Green infrastructure</p>	

Respondent	Summary	Officer Response	Amendments
	<p>For every tree cut down we should be committed to planting 1000 trees elsewhere in Stockport. We should put tree preservation orders on trees that are part of Stockport's heritage/ relate to a historic building.</p> <p>Robinsons Brewery should be used as a theatre or concert venue. Paths along the river should be accessible and there should be a river cruise. The town centre should also have more outdoor gyms.</p>		
Citizen Space response 6	<p>Stockport is hilly so it would be difficult to make spaces accessible. Guide should prioritise the use of gradual ramps and limit steps/stairs to make it accessible to those with mobility problems, older people and those with pushchairs.</p> <p>The North-South routes are the ugliest streets, despite being the most important, as outlined in this guidance (particular reference to the section of the A6 between the Hatworks and Stockport College). The guide should seek to unify and improve the character of this route.</p> <p>The boundary on the East should follow St Mary's Way.</p>	<p>Refer to the response to Main Issue 1: Safety and Inclusion</p> <p>Refer to the response to Main Issue 4: Stockport's Character</p> <p>The comment about the boundary is noted. The presented is formed from a combination of the Town Centre Living Development Framework boundary and the Town Centre West Strategic Regeneration Framework boundary.</p> <p>However, the guide notes that the town centre boundary highlighted on the plan overleaf represents the town centre at the time this document was produced. It should be noted that the town centre boundary will likely evolve over time.</p>	
Citizen Space response 7 (resident)	<p>Stockport doesn't need more houses/flats. The town centre has no attractive places to shop or visit. More houses will make it more cramped and unpleasant</p> <p>More housing will lead to more traffic, parking, school places needed and damage to green spaces.</p>	<p>Refer to the response to Main Issue 2: Transport</p> <p>Refer to the response to Main Issue 7: Local services, facilities and infrastructure.</p>	

Respondent	Summary	Officer Response	Amendments
	(In reference to section 5: Character Area Guidance) Need to see a visual plan to appreciate what's being suggested. What will the buildings be used for - commercial?	Section 5 of the document provides a visual plan setting out each of the character areas. The guide does not allocate buildings or areas for particular uses. It is a residential design guide which will shape the design of new residential development in the town centre.	
Citizen Space response 8 (resident)	Interested to know how additional traffic from new residents will be dealt with. Also queries whether a new school will be built in the town centre.  Money also needs to be invested in Edgeley district centre and on empty buildings around Stockport Plaza.	Refer to the response to Main Issue 2: Transport  This is a design guide which will shape the design of new residential development in the town centre. It does not allocate specific projects/buildings for investment.	
Citizen Space response 9	Housing plans should include more affordable homes, especially for younger people.  Agree there should be more greenery in the town centre. Any greenery should be high quality and look nice.  Lots of areas in Stockport that need refurbished or remodelled such as The Viaduct and abandoned buildings in the Civic Quarter.	Refer to the response to Main Issue 5: Number and Mix of Homes  Refer to the response to Main Issue 8: Green Infrastructure  This is a design guide which will shape the design of new residential development in the town centre. It does not allocate specific projects/buildings for investment.	
Citizen Space response 10 (retired)	The Viaduct has been ruined by the new high-rise.  Crime at the interchange is preventing people from using it.  Increasing population will have an impact on schools, the hospital, GP and dentist appointments. These services are already struggling.	Refer to the response to Main Issue 3: Stockport's Heritage  Refer to the response to Main Issue 1: Safety and Inclusion	



Respondent	Summary	Officer Response	Amendments
	<p>There are already issues with traffic in Stockport and the cycle lanes are empty. Already issues across the borough with roads needed resurfacing.</p> <p>Trees are taken down across the borough and not replanted and grass verges are being left to over grow.</p>	<p>Refer to the response to Main Issue 7: Local Services, Facilities and Infrastructure</p> <p>Refer to the response to Main Issue 2: Transport</p> <p>Refer to the response to Main Issue: Green Infrastructure</p>	
Citizen Space response 11	<p>Need to ensure that there are social housing, affordable (not just a bit less, social housing style rents). Needs to be some homes that are accessible for disabled, not just high rise with a lift. There should also be more houses with gardens – Newbridge Lane/ Hopes Carr area would be good for this.</p> <p>Needs to be more shops in the TC (not just bars/cafes) including a new supermarket. Also needs to be other infrastructure such as doctors and dentists.</p> <p>Noted that the area around the Plaza (The Bear Pit) needs regenerating. Robinsons Brewery is also relocating – interested to see what is done with the buildings and site.</p> <p>Stockport should do more to attract tourists. This should include parking for campervans and motorhomes.</p>	<p>Refer to the response to Main Issue 5: Number and Mix of Homes</p> <p>Refer to the response to Main Issue 7: Local services, facilities and infrastructure.</p> <p>This is a design guide which will shape the design of new residential development in the town centre. It does not allocate specific projects/buildings for investment. Nor does it focus on tourism within the Town Centre.</p>	
Citizen Space response 12	<p>Too much focus on communal spaces, however homes need adequately sized private outdoor space (not just balconies). Private space should be for pets, children and mental well-being (allowing people to sit, exercise and cultivate)</p>	<p>Refer to Main Issue 6: The Design of Homes</p> <p>Refer to Main Issue 2: Transport</p> <p>Refer to the response to Main Issue 3: Stockport’s Heritage</p>	

Respondent	Summary	Officer Response	Amendments
	<p>Prioritising pedestrians and cyclists is great. Should utilise the river if developing next or near to it. Pathways should be well lit and safe.</p> <p>Agree with ensuring the new developments are in keeping with existing heritage.</p> <p>There should be a range of affordable home ownership options so more people can buy their own home. These should be prioritised for older first time buyers, those who have been renting for many years and those on a lower income who have long connections to Stockport. The only true way to have fully integrated areas is to enable people of all ages, life stages and incomes to live harmoniously.</p>	<p>Refer to the response to Main Issue 5: Number and Mix of Homes</p>	
<p>Citizen Space response 13 (resident)</p>	<p>Stockport does not need huge tower blocks that no one can afford. Manchester is an ugly eyesore full of overpowering tower blocks.</p> <p>Stockport town centre needs a shopping centre that isn't just restaurants/bars.</p>	<p>Refer to the response to Main Issue 5: Number and Mix of Homes</p> <p>Refer to Main Issue 6: Design of Homes</p> <p>Refer to the response to Main Issue 7: Local services, facilities and infrastructure.</p>	
<p>Citizen Space response 14</p>	<p>Too many flats and houses in this plan.</p> <p>The town needs more accessible parking.</p> <p>The town needs more banks and shops and residents are reliant of shopping online. Also have to travel out of town for a show or concert.</p>	<p>Refer to the response to Main Issue 5: Number and Mix of Homes</p> <p>Refer to the response to Main Issue 2: Transport</p> <p>Refer to the response to Main Issue 7: Local services, facilities and infrastructure.</p>	

Respondent	Summary	Officer Response	Amendments
Citizen Space response 15	Duplicate of response 14		
Citizen Space response 16	<p>Need to build car parking spaces into the projects. The idea that nobody will have a car and use the buses and trains is laughable and has proven wrong in other developments over the years all in does is push those people to park their cars in surrounding areas. Car parking spaces could each have an electric charging point so people would have an incentive to own an electric car. Concerns around how older people might access in-home care as these services won't be able to park anywhere to go to the properties.</p> <p>Guide seems to be an anti-car policy and actively trying to reduce vehicles in the town centre. Mentions not having clear lines/markings and a landscape first approach. If it is not clear where cars can go it can cause issues such as anti-social parking and accidents.</p> <p>Plan does not appear to include attempts to build local services such as schools, surgeries, dentists, post offices, pharmacies and local shops.</p>	<p>Refer to the response to Main Issue 2: Transport</p> <p>Refer to the response to Main Issue 7: Local services, facilities and infrastructure.</p>	
Citizen Space response 17	<p>While I agree in general with your approach to prioritising pedestrians, I fear that wet weather, and Stockport's location as an edge of city location, means that many households (especially those aimed at couples, couples with a child, or retired people) may still want a car. I think having no spaces or only 10% is perhaps too small - perhaps aim for 33% car spaces per bedrooms.</p> <p>Many people, especially those without cars will rely on online deliveries. New developments need to accommodate parking for these vehicles.</p>	<p>Refer to the response to Main Issue 2: Transport.</p> <p>Refer to the response to Main Issue 6: Design of Homes</p> <p>Integrating play into new developments is strongly advocated for within the design guide. In particular the following</p>	<p>In terms of delivering space to work from home, the guide already advocates for spacious homes through the 'make sure it creates a home' key component. CH-1 has been amended to make specific reference to delivering homes that have space for home working.</p>

Respondent	Summary	Officer Response	Amendments
	<p>Increasingly people work from home and flats should include space for people to do this.</p> <p>More emphasis needs to be on play (for adults and children) not just courtyards-think basketball courts, table-tennis tables, as well as play parks.</p> <p>Need to have more accommodation for people with disabilities- think about some ground level accommodation in each units.</p>	<p>guidance points: PE-9, PE-11, APR-8, PAT-5.</p> <p>Refer to the response to Main Issue 5: Number and Mix of Homes</p>	
Citizen Space response 18	<p>Need to ensure that new development has adequate parking. Approving plans that have not adequately accounted for at least 1 car per property/flat is going to cause major issues for Stockport's roads and for existing residents. If there is not enough parking surrounding roads will be flooded with cars from new residents.</p> <p>Infrastructure is not ready for people to use public transport instead of cars. Public transport is too expensive and unreliable.</p> <p>It is short-sighted to increase the number of residents in the area and shut/block off roads (e.g. Churchgate).</p> <p>Agree that it important to keep and create green spaces and communal gardens as wildlife and pollinators need this. However, there are concerns that they will not be maintained or monitored and will simply become areas where anti-social behaviour is rife.</p> <p>New tower adjacent to the viaduct has obscured a huge part of the viaduct and it is huge, ugly and unnecessary.</p>	<p>Refer to the response for Main Issue 2: Transport</p> <p>Refer to the response for Main Issue 1: Safety and Inclusion</p> <p>Refer to the response to Main Issue 6: Design of Homes</p> <p>The last two paragraphs of the comment (not included in this consultation report) are not relevant to the design guide, however they have been shared with appropriate officers in the council's transport services.</p>	

Respondent	Summary	Officer Response	Amendments
Citizen Space response 19	<p>Iconic individual landmarks and features should be protected an enhanced through development. Hatworks and Viaduct have been hidden behind the new high rise and bus station. There is no mention of Stockport Library. Don't want Stockport to lose its northern identity or become and overspill of Manchester.</p> <p>There should be affordable flats near to the train station instead of the hotel and parking.</p> <p>Apartment living might not be for everyone and is not family orientated. Flats can cause isolation and they will lack the privacy of a back garden. They also have high maintenance costs.</p> <p>No mention of infrastructure such as doctors, schools and high street shopping.</p> <p>Queries around who will pay for the upkeep and maintenance of parks. Also queries how any anti-social behaviour will be monitored.</p> <p>Queries around where delivery drivers or taxis will park.</p> <p>Queries around the timescales for any of this work.</p>	<p>Refer to the response to Main Issue 3: Stockport's Heritage</p> <p>Refer to the response to Main Issue 4: Stockport's Character</p> <p>Refer to the response to Main Issue 5: Number and Mix of Homes</p> <p>Refer to the response to Main Issue 7: Local Services, Facilities and Infrastructure</p> <p>Refer to the response to Main Issue 1: Safety and Inclusion</p> <p>Refer to the response to Main Issue 2: Transport</p> <p>In terms of timescales, this is a design guide which will shape the design of new residential development in the town centre. It does not allocate specific projects/buildings for development. The design guide will be used in the development management process once it has been adopted by the council.</p>	
Citizen Space response 20	<p>There is a chronic need for low-cost housing and so affordability should be the number one priority. Should add 'affordable' to green, blue and sustainable.</p>	<p>Refer to the response to Main Issue 5: Number and Mix of Homes</p> <p>Refer to the response to Main Issue 4: Stockport's Character</p>	

Respondent	Summary	Officer Response	Amendments
	<p>The days of shopping have almost gone for many people so town centres need to be adapted to create more housing.</p> <p>Development should be sympathetic to the unique topography of the town centre which it has not been over the past 40 years or so. Buildings need to be interesting to view and fit the area they sit in. The high-rise developments close to the viaduct are unimaginative, do not fit with their historic neighbours and obscure views. They are an abomination and ought not to have been approved. Would be very much in favour of some design being applied to new high-rise buildings in stark contrast to the hideously unimaginative skyscrapers that presently besmirch the town centre and the wider area.</p> <p>We already have many unattractive high-rise buildings in or near Stockport town centre such as Petersgate House and Stopford House. Other ugly buildings that would have benefited from some design include the flats at Lancashire Hill, Heaton Norris and Edgeley. Sadly, there is no indication that the council has learned from these errors as we now have the unattractive newer parts of Stockport College, an unimaginative block of flats by the new Interchange and another ugly high-rise in development at Weir Mill.</p> <p>The new office blocks near the station are more attractive than the average modern building and could act as a benchmark for all new construction. For example, planning permission everywhere in the Borough could be restricted to buildings no taller than those at the station. The Mailbox in Stockport town centre with its living wall has the merit of being different from the norm. The Eden building in Salford is another example of what can be achieved with a little imagination.</p> <p>Some of the comments in the consultation a little concerning eg in the Higher Hillgate section we read “incoherent townscape character” and “a</p>	<p>Refer to the response to Main Issue 6: Design of Homes</p>	

Respondent	Summary	Officer Response	Amendments
	<p>range of conflicting land uses". The Wellington Road Corridor section refers to "a variety of different sized buildings". The Brinksway section talks about "irregular street pattern" as though these are negative things. Features like these are what gives a town its character. Replacing them with similar sized buildings and regular street patterns risks destroying that character. The surprise of not knowing what might be around the corner is an attractive aspect of many old, established towns. We do not want our sometimes eccentric street plans replacing with an American or a new town-style grid system. Anyone who has walked around a modern housing or a soulless industrial estate will attest to the dismal feelings engendered. It is important that we retain the higgledy piggledy street plans and the mix of building styles and uses which help to give Stockport its character.</p>		
<p>Citizen Space response 21 (Marple Civic Society)</p>	<p>Historically development within the Town Centre was a story of mis-steps and mediocrity. The optimism within this section of the guide is therefore very welcome, as will be an acceleration of high quality development across the Town Centre Area.</p> <p>Whilst the emerging residential design themes are to be applauded, there is a balance to be struck between creating vitality and avoiding gentrification. Sensitive density also needs a corresponding sensitivity to the range of housing tenures available to provide genuine affordability and leave no one excluded from this project. Social inclusivity has all but vanished from Manchester and Salford City Centres, so Stockport has a massive opportunity to avoid their mistakes</p> <p>The Key components may not be exhaustive, but they are essential and the explanation of them in this section is extremely good. It might be thought, however, that "A Place for All" would inevitably ease the concerns we had</p>	<p>Refer to the response to Main Issue 5: Number and Mix of Homes</p> <p>Refer to the response to Main Issue 8: Viability and Delivery</p> <p>Refer to the response to Main Issue 1: Safety and Inclusion</p>	

Respondent	Summary	Officer Response	Amendments
	<p>about inclusivity in the previous section, but it doesn't. Unless large amounts of public funding are available to support our future developments, the provision of the key components may well be compromised in negotiations with developers around viability and deliverability.</p> <p>We're keen to know how the planning and regulatory framework within Stockport can be strengthened to deliver the key components in a meaningful way, without deterring inward investment.</p> <p>The Stockport Assets identified are fairly uncontroversial, and it's clearly important to identify them. Place making is about eliciting positive emotional responses from people and if you've lived here all your life the things that do that will be many and varied. There's also a generational element to consider here. Young people need a say in what's "iconic" and what's not.</p> <p>SMBC's commitment to Design excellence in future residential development is un questioned and the creation of this guide is a fine starting point. We have often thought that higher design standards would be easier to achieve if there was higher degree of design literacy within our communities. We feel it could be introduced in a similar way to carbon literacy training and there are actually some close links between the two. The design guide could form the basis for a training strategy that might lead to the creation of community generated local guides based on a real working knowledge of design.</p>		
Citizen Space response 22	Concerns relating to GP/dentist access for new residents and security.	Refer to the response to Main Issue 7: Local Services, Facilities and Infrastructure	

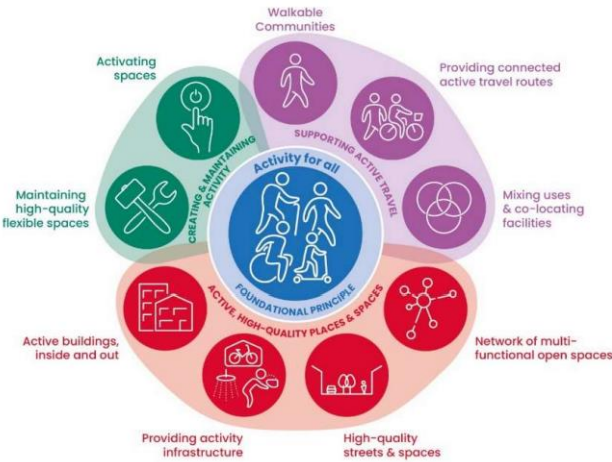


Respondent	Summary	Officer Response	Amendments
	<p>Merseyway is very outdated and needs to have housing interspersed with shops.</p> <p>I think town centre living should cater less towards children and the elderly. Young professionals are going to want to live centrally. The elderly and those with children gravitate away from town centres.</p> <p>Sloping streets and walkways reduce mobility.</p> <p>The Civic Area is horribly barren. The A6 should be split between character areas as it is difficult to cross all the way through Stockport.</p> <p>Apartments should have cheap rent.</p>	<p>Refer to the response to Main Issue 5: Number and Mix of Homes</p> <p>Refer to the response to Main Issue 1: Safety and Inclusion</p>	
<p>Citizen Space response 23 (Proximity)</p>	<p>PE-12. The maximizing of direct sunlight to external communal spaces is welcomed. How will this sunlight be assessed? The BRE Guide 209 – Site Layout Planning for Daylight and Sunlight 2022 includes a ‘Time in Sun’ assessment which may be appropriate.</p> <p>GES-55. This is noted. Positioning taller buildings to the north of a development may impact the levels of available sunlight to existing south facing windows, or external amenity space, to buildings to the north of the site. Care needs to be taken to balance the position of taller buildings within a development with the existing daylight and sunlight amenity of surrounding buildings outside the development site.</p> <p>GES-56 We support this approach natural daylight is important. However, what might be considered as sufficient natural daylight needs to be considered and justified on a development-by-development basis. Site or design constraints that may impact the light to a development might need to be clearly stated. By way of example bolt on, or integrated balconies have a significant impact on the amount of daylight available to the</p>	<p>The guide advocates for light, spacious liveable homes. The recommendations provided in this response have been analysed and a commentary is provided below.</p> <p>PE-11 – the BRE guidance was already noted within the guide in the relevant ‘additional guidance sections’. However, it has now also been added to the additional guidance to the ‘make sure it’s a place for all’ section.</p> <p>The comments concerning GES-55 have been noted.</p> <p>The comments concerning GES-56 have been noted.</p>	<p>BRE Site layout planning for daylight and sunlight: a guide to good practice (BRE, 2011) has been added as an additional guidance point to the ‘make sure it’s a place for all key component’.</p> <p>New guidance point: CH-XX ‘ensure that new properties provide adequate daylight, privacy and ventilation for new and existing residents’.</p> <p>CH-3 Orientate building layout to maximise passive solar gain and sunlight. Single-aspect, north-facing homes should be avoided, <b>wherever possible</b>. Design should take an</p>

Respondent	Summary	Officer Response	Amendments
	<p>windows beneath.</p> <p>Utilise Modern Methods of Sustainable Construction Our recent experience has shown that Passivhaus design and good levels of daylight do not go hand in hand, as might be expected. Passivhaus design is one of a highly efficient thermal envelope, large areas of glazing are often avoided to improve the thermal efficiency of the building and to minimize passive solar gain, and avoid overheating.</p> <p>HQA-18. We support this early consideration of daylight and sunlight amenity impact of surrounding buildings. It is not clear whether daylight and sunlight levels within the development need be considered too. Developments can be driven by the need to achieve unit numbers; daylight design can often be considered too late in the design process to enable meaningful design discussions or alterations in respect of daylight and sunlight.</p> <p>Additional Guidance We fully support the recommendation that the BRE Site layout for planning for daylight and sunlight: a guide to good practice be considered during concept and detailed design. However, consideration should be given to not including the edition year (2011). This limits the assessment of daylight and sunlight to a specific edition rather than the latest edition, currently 2022.</p> <p>CH-2. Dual-aspect homes are to be the aspirational target, this is supported. However, care should be taken not to adopt a ‘hard line’ to dual-aspect homes. To deliver the appropriate level of density envisaged by this residential design guide, it will be necessary to ensure a balanced approach, based on the specifics of the site and the impact of existing surrounding buildings. Not all homes will be able to facilitate dual aspects. This should clearly not be at the expense of daylight and sunlight amenity</p>	<p>The comments concerning Passivhaus have been noted. The guide supports Passivhaus design but does not exclusively require it.</p> <p>The comments concerning HQA-18 are noted. As such a new guidance point has been added to the ‘make sure it creates a home’ key component.</p> <p>The comments around dual aspects homes at guidance point CH-2 are noted. The guidance point already acknowledges that this may not be possible in all cases, but it does expect it ‘wherever possible’. The wording for CH-3 has been amended slightly to make it clear that single-aspect, north facing homes should be avoided, <b>wherever possible</b>.</p> <p>The comments relating to CH-3 are also noted.</p> <p>It is noted that balconies can affect the light levels entering the properties that they serve and around them. An additional guidance point has been added to take this into account.</p> <p>The comments relating to CH-5 are noted.</p>	<p>innovative approach to ensure homes receive sufficient natural daylight, whilst also ensuring homes are futureproofed against the impact of overheating. Homes will be expected to be built in line with Part O Building Regulations.</p> <p>New guidance point: CH-XX: Balconies and overhangs can significantly reduce the light entering windows below and around them. Consideration of the effect balconies can have on surrounding properties much be taken into account during the design process.</p> <p>CH-16: Orientate private or communal amenity spaces to maximise sunlight and natural daylight. <del>A thorough sun path analysis</del> <b>A suitable assessment</b> should be undertaken at an early stage of the design process to understand the impact of building massing and scale on proposed semi-private or public space, ensuring design maximises daylight.</p>

Respondent	Summary	Officer Response	Amendments
	<p>to the homes being provided.</p> <p>CH-3. This is supported. Care must be taken to balance the analysis of daylight within the new homes being provided; the surrounding existing buildings, structures and topography can have a significant impact on the availability of daylight and sunlight to a home. Sufficient daylight levels achievable may vary between Character areas.</p> <p>In taller buildings it can be difficult to balance the need for large windows to lower levels to achieve sufficient daylight, and the need to control passive solar gain to the homes on the upper floors, whilst maintaining a regular and aesthetically pleasing rhythm to a façade.</p> <p>CH-4. Private amenity space is important. Care needs to be taken to ensure that the presence of balconies is balanced with the impact that these structures will have on the available daylight and sunlight on the windows of the homes beneath.</p> <p>CH-5. Large windows are important to providing good levels of daylight to a new home. Consideration should be given to the size and shape of the room behind the windows to ensure that levels of daylight are sufficient. Open plan living is common and desired by residents. Kitchens are often set at the rear of the room, to allow for a connection to a well-lit living room / dining area. The assessment of daylight to these open plan rooms should be taken on a site-by-site basis.</p> <p>CH-6. Height in window openings is encouraged. Care must be taken not to negate the daylight benefit tall windows give a room by placing balconies above these windows, cutting off access to the upper section of the skylight. Where necessary consideration should be given to demonstrate the impact of the balconies on daylight to a room, as suggested by the BRE Guide.</p>	<p>CH-16 A minor change has been made to allow a degree of flexibility</p> <p>CH-20 – noted that an assessment may not be required, however we would still seek to include assess to natural daylight into common areas where possible.</p>	

Respondent	Summary	Officer Response	Amendments
	<p>CH-15. Where recessed balconies are to be provided, these should be considered part of the area of the room behind in terms of assessing daylight and sunlight to that room.</p> <p>CH-16. The BRE Guide suggests undertaking a 'Time in Sun' assessment of amenity spaces to maximize sunlight, rather than sun path or transient overshadow analysis to better understand the impact of building massing and scale on proposed semi-private, or public spaces.</p> <p>CH-20. Whilst natural daylight to corridors is encouraged, the BRE Guide states that daylight to circulation spaces need not be assessed.</p> <p>The BRE's Site layout for planning for daylight and sunlight: a guide to good practice provides a link to the superseded 2nd edition. The 3rd edition was published in 2022.</p>		
Email response 1	<p>The design guide does not give enough allowance for parking. Parking is important to allow for EV charging. It will also limit the amount of on street parking.</p> <p>There also seems to be a max capacity suggested of 1 cycle per home. Again, if we want cycles to be used more then there is high probability of more than one per house and children also. Bike parking areas should be high quality to limit risk of theft and damage.</p> <p>There is also the need for some people to be able to use mobility scooters and electric wheelchairs.</p> <p>If land use is at a premium, duplex housing would seem to be sensible ensuring ground floor two storey with additional apartments above, preferably with lift access.</p>	<p>Refer to the response to Main Issue 2: Transport</p> <p>Refer to the response to Main Issue 5: Number and Mix of Homes</p>	

Respondent	Summary	Officer Response	Amendments
<p>Email response 2 (Sport England)</p>	<p>Sport England advocates the concept of “active design” to promote the role of sport and physical activity in creating healthy and sustainable communities and we have worked with Active Travel England (ATE) and the Office for Health Improvement and Disparities (OHID) to produce the updated version of the Active Design guide.</p> <p>Given the above Sport England would welcome the inclusion of the ‘Active Design’ principles within the Design Guide. In particular it could be included and referenced in the following areas of the document:</p> <ul style="list-style-type: none"> <li>• Getting Started – Suggested Background Reading</li> <li>• Strategic Design Principles</li> <li>• Glossary</li> </ul> <p>The following diagram is an easily digestible illustration of the Active Design 10 principles and Sport England would encourage you to ensure that these are included this within the Stockport Town Centre Residential Design Guide:</p> 	<p>The design guide cross-references to a range of additional guidance that is considered to be best practice.</p> <p>The Active Design Guidance is considered to be best practice for the key components related to ‘A Places for All’, ‘Animates the Public Realm’ and ‘Prioritises Pedestrians and Cyclists’. As such, reference to the Active Design Guide will be made in these sections.</p>	<p>Reference to the guidance has been added to the relevant ‘additional guidance’ sections (a place for all, animates public realm and prioritises pedestrians and cyclists).</p>

Respondent	Summary	Officer Response	Amendments
Email response 3 (Natural England)	Whilst we welcome this opportunity to give our views, the topic of this Design Guide Document does not relate to our remit to any significant extent. We do not therefore wish to comment.	None	None
Email response 4 (The Coal Authority)	Our records do not indicate that presence of any coal mining features at surface or shallow depth, which pose a risk to surface stability, within the Stockport area. On this basis the Planning team at the Coal Authority have no specific comments to make on this design guide.	None	None
Email response 5 (Canal and River Trust)	No comment	None	None
Email response 6 (National Highways)	<p>Whilst it is not National Highways' role to comment on specific design choices, we are keen to support plans that look to minimise short journeys by private vehicle, provide amenities locally to assist in that aim, and create spaces where residents feel confident in moving around sustainably by means of active travel. This, in turn, creates less demand for use of the Strategic Road Network (SRN), which is a particular concern in Stockport given the proximity of the M60 to the proposed Design Guide boundary. It is well established that the M60 is used for a large proportion of local trips around Greater Manchester, performing a role beyond its purpose as strategic corridor. Any design proposals that might assist in reducing the number of local trips on the SRN would be welcomed.</p> <p>Section 3 Make Sure it Prioritises Pedestrians and Cyclists, contains a number of design proposals that National Highways would support in the aim to reduce vehicle trips and promote active travel. These include proposing to reduce the number of motor vehicles using the town centre, delivering mobility hubs, and creating safe walking and cycling routes. PAT-11 specifically discusses prioritising active travel, and it is important that design choices by developers include connections through and around their sites to enable this to become a reality.</p>	<p>The points made by National Highways are noted.</p> <p>The comments make reference to PAT-11, however it is understood that it is actually referring to PAT-10. An amendment is proposed to this guidance point.</p> <p>The comments relating to mobility hubs have been passed on to relevant officers.</p>	Amendment to PAT-10: Connect new and existing <u>developments and</u> public spaces, creating routes that prioritise cyclists and pedestrians.

Respondent	Summary	Officer Response	Amendments
	<p>Active travel should be the first choice for short trips, and it is important that the Design Guide reflects that. The delivery of these policies must be achieved in a considered and sustainable way, and we would therefore be keen to have further discussions at the right time around Policy SQE-22, which seeks to deliver an appropriately located mobility hub, easily accessible from the motorway. Whilst the benefits of a mobility hub are not in question, we would wish to be involved in early discussions about this development to ensure that it would not have a detrimental impact to traffic on the M60, particularly relating to additional queueing on the slip roads.</p>		
<p>Email response 7 (Historic England)</p>	<p>We welcome the production of the Residential Design Guide for Stockport Town Centre, and the intention for this to form the baseline for to future area-based and site-specific design codes, which are encouraged by the National Planning Policy Framework (NPPF). Alongside the Council’s existing Conservation Area Appraisals (which are referenced within the Guide), the Design Guide helps outline Stockport Town Centre’s distinct character and identity; and will provide a comprehensive base for future proposals to build upon.</p> <p>The draft Design Guide is generally consistent with the NPPF in terms of design, as well as the National Design Guide. It sets out a clear design vision and expectations for the town centre, so that applicants will have certainty about what is likely to be acceptable. An understanding of context is one of the ten characteristics set out in the National Design Guide that contribute towards the delivery of well-designed places. The need for design to be informed by the characteristics of the site and its surroundings is further emphasised within the National Model Design Code. It is therefore welcomed the importance placed on the need for residential development to respond to its context.</p>	<p>Following the consultation period officers from the council met with Historic England to discuss their comments and agree on any additional changes. Each of the comments made by Historic England were accepted and subsequent amendments were made to the guide.</p>	<p>The design guide has been checked and amended to ensure that it is consistent with the wording contained in the National Planning Policy Framework.</p> <p>Further to this, the guide has been amended to have a greater emphasis on new development within Conservation Areas. In particular, the language has been altered in some places to ensure that developments ‘respond positively to heritage assets’.</p> <p>It was acknowledged that a variety of terms have been used in the guide in reference to the historic environment. Edits have been made to streamline the language. A</p>

Respondent	Summary	Officer Response	Amendments
	<p>Historic England also welcomes the value placed on the retention and repurposing of historic buildings within the town centre. Historic buildings are an irreplaceable resource, and their active reuse will make a valuable contribution in tackling climate change.</p> <p>We note that the Design Guide references Historic England published planning advice such as HEAN4 Tall Buildings. It is important that reference is made to other documents and a full suite of published planning advice (comprising Good Practice Advice (GPAs) and HEANs), are available here: <a href="https://historicengland.org.uk/advice/planning/planning-system/">https://historicengland.org.uk/advice/planning/planning-system/</a>.</p> <p>It is positive to see the use of images with clear annotations to illustrate points throughout the Guide. Also, it is encouraging to see that the character area guidance is set out as distinct points, making the information easy to read, digest and reference. It is considered that there are some areas of the Design Guide which would benefit from review:</p> <ul style="list-style-type: none"> <li>• A recommendation that the Design Guide is checked to ensure the terminology relating to the historic environment (heritage assets and their settings, significance and impact), is consistent with National Planning Policy Framework (NPPF).</li> <li>• That the Guide should also place more emphasis on new development within Conservation Areas and within the setting of other heritage assets, looking for opportunities to enhance or better reveal their significance, which is consistent within NPPF. This would improve the Guide, which currently uses phrasing such as ‘complement heritage assets’, ‘complement the special character, appearance or historic identity of the area’, ‘respond to context and character’ and ‘consider views and vistas of the viaduct’.</li> <li>• A variety of terms are used within the Guide when referencing the historic environment, including ‘heritage assets’, ‘iconic assets’, ‘iconic landmark buildings’, ‘historic landmarks’, ‘heritage’, ‘iconic</li> </ul>		<p>glossary has also been added to help improve clarity.</p> <p>The wording alongside the ‘artists impression’ graphic has been amended in line with Historic England’s comments.</p> <p>Reference to the need for Historic Impact Assessments alongside Townscape Visual Impact Assessments has also been added.</p> <p>Reference to all of the Good Practice Advice and Historic England Advice Notes has not been included in the ‘additional guidance’ section of ‘responding to context and character’</p>



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	<p>landmarks’, and ‘listed heritage assets’; and with buildings that are listed their grade is sometimes, but not always, included. Additionally, one chapter of the Guide is titled ‘Stockport Assets’, and many, but not all, are heritage assets. It is recommended that the terms used are refined to improve consistency (including with NPPF) and avoid confusion; and it would helpful for the Guide to include a glossary of key terms.</p> <ul style="list-style-type: none"> <li>• Each of the character area subsections includes an ‘Artist’s Impression’ graphic (model) that illustrates the design guidance but is not meant to be prescriptive. The associated wording however states that the graphics represent a ‘broad indication of acceptable layout, building scale and massing’. It is not recommended to include this level of prescription within a Design Guide. If included, the layout/ scale/ massing would need to have been developed, assessed and tested through Townscape &amp; Visual Impact Assessment (TVIA) and Heritage Impact Assessment (HIA) as appropriate, which we do not understand to be the case. So it is recommended removing the word ‘acceptable’.</li> <li>• There are a number of references throughout the Guide to the need for TVIA to inform proposals for taller buildings, but not the need for HIA. It is recommended that this is reviewed and reference made to HIA being required to inform proposals, as appropriate.</li> </ul> <p>Historic England also agreed that the guide is unlikely to result in any significant environmental effects. Historic England endorse the conclusions that it is not necessary to undertake a Strategic Environmental Assessment for the historic environment.</p>		
Email response 8 WSP (on behalf of	It is welcomed that the Brewery is recognised as one of the ‘Stockport Assets’ in the design guide and the desire to ensure its unique sense of place is celebrated.	The comments relating to HC-16 and HC-1 are noted and subsequent amendments have been made to the guide.	HC-16 Correspond with the <del>consistent lower rise</del> height datum of the area. A subtle increase in scale should be considered up to the

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Robinson's Brewery)	<p>Supportive of the aims of the Historic Core Character area to work with the level changes in the area to create a sense of arrival at points of interest within the townscape (HC-9).</p> <p>Object to the reference that development in the Historic Core Character Area to be low rise and sensitive to scale to correspond with the consistent lower-rise height datum in the area (HC-16). Also disagree with the reference to delivering narrow building thresholds (max 2m) within this area (HC-1). The Historic Core covers a large area of varying architectural designs, street scenes and massing and the area within which the Robinsons Brewery site sits compared to the Churchgate area is vastly different. Robinsons Brewery is located at the gateway to the Historic Core Character Area where development of greater massing, height and scale should be endorsed.</p> <p>Robinsons support criteria HC-10 (Building heights, roof pitches and roof lines) but the reference to 'subtly' should be removed. The skyline in Stockport's town centre varies drastically and given the topographical changes within the Historic Core, development heights should be varied with contrast and do not need to be subtle.</p> <p>Overall Robinsons supports SMBC focus on supporting good urban design and welcomes the Council's focus on ensuring the delivery of high-quality residential developments in the town centre through the 10 key components identified in the Design Guide. The design approaches for all aspects of residential development, including tall buildings, are sensible and robust and agreeing any key views of development with the Council early in the design process as set out in the Design Guide is supported (criteria HQA-16, page 62).</p> <p>It is crucial that the Design Guide considers the viability of development, as the scale of such measures and initiatives set out in the guide could have</p>	<p>With regards to the comments about HC-10, it is acknowledged that building heights vary across the Historic Core. Notwithstanding that, we would still expect building heights to step 'subtly' with regards to existing building heights in this area.</p> <p>In regards to the comments about viability, the key component 'make sure it's deliverable' sets out that viability should be considered from the start of the design process. Guidance point D-5 specifically notes that developers should 'consider the cost of delivering high-quality design at the site acquisition stage'. The purpose of the design guide is to clearly outline the council's expectations with regard to high-quality design. Given this, applicants will have the ability to factor this in from the very start of the project.</p>	<p>corner of blocks, or at key junctions or nodes</p> <p>HC-1 In new blocks, narrow building thresholds (<del>max 2m</del>) should be considered to reinforce a fine urban grain.</p>

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	<p>an adverse impact on viability of schemes and consequently the delivery of much needed housing, investment, new facilities, and infrastructure.</p> <p>Supportive of RCC-3 and RCC-4 which relate to 'embracing topography'. Also supportive of RCC-11 and RCC-12 which relate to responding sensitively to context.</p> <p>As the Design Guide progresses, the Council should be cognisant of the latest policy and guidance (for example Nationally Described Space Standards and Biodiversity Net Gain) and ensure it reflects this and does not request measures above and beyond policy requirements.</p>		