

# Planning Brief

Land at Gorsey Bank  
Stockport



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

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Regeneration Section  
Stockport Metropolitan Borough Council

## **GORSEY BANK PLANNING BRIEF (February 2005)**

### **1. OBJECTIVE**

- 1.1 The primary objective of this brief is to give clear guidance to potential developers concerning the future development of the Gorsey Bank area. Preparation of the brief is prompted by several factors including
- Its location within the M60 Corridor Strategy Area
  - Its location close to the Town Centre
  - An identified need for future high quality Business parks in Stockport
  - The revised allocation of the site in the review of the Unitary Development Plan (UDP)
  - The desire to make best use of the town's limited supply of brownfield development sites.
  - Its location on the line of the proposed Stockport Metrolink extension
  - The opportunity to improve and enhance access to the River Mersey.
- 1.2 The brief has been prepared by officers of Stockport Council in consultation with local land and property owners. Consultations have also taken place with other organisations, including the Northwest Regional Development Agency (NWRDA), the Environment Agency, Greater Manchester Passenger transport Executive, the Commission for Architecture and the Built Environment (CABE).

### **2. HISTORY**

- 2.1. The majority of the Gorsey Bank site was the location of a large estate of Council housing. The last houses were cleared in the 1990s and the site has remained as a vacant brownfield. The eastern end of the site includes a mix of industrial buildings of no particular interest or merit. In the south the boundary takes in part of a Council owned park that has been in this use for many years.

### **3. SITE ANALYSIS**

#### Location

- 3.1. The area totals 8.22 ha and the development area is approximately 6.24 ha, excluding the limits of deviation for the Metrolink line. **Plan 1** shows the site boundary. The site is situated west of the town centre but adjacent to the M60 Motorway and approximately 0.9 km from junction 1 which provides access to all parts of Greater Manchester, Manchester Airport and to the national motorway network. It is 1.8 km from Stockport Railway Station and 1.3 km from the Bus Station. It is adjacent to the River Mersey and has a footbridge across at the eastern end of the site.

### Existing Land Use

- 3.2. The site is mainly a vacant brownfield area but also includes a portion of Gorsey Bank Park to the south and an industrial area off Service Street in the east. A former housing site, Gorsey Bank Estate was cleared in the mid-1990s and the site is now derelict in appearance. A number of mature trees are present on parts of the site but are not subject to Tree Preservation Orders

### Topography

- 3.3. The area is predominantly flat. There are steep falls to the site from Hoylake Road, Sandown Road and Kent Road where a steep escarpment physically separates the Hoylake Road area from the rest of the site. There is a noticeable fall in level into the area at the junctions of Gorsey Bank Road and Service Street with Stockport Road. The highest OS point is on Stockport Road (50.3m) and the lowest by the pedestrian footbridge over the Mersey (41.1m). Topographical surveys undertaken by Stockport Council will be made available to the developer on request.

### Adjacent uses

- 3.4. To the north, sandstone cliffs and the river Mersey form the boundary of the site. On the opposite bank of the river is the Yew Street Employment Area. This contains a mix of employment uses including modern office development at Kings Reach Business Park and purpose built industrial units on Stockport Trading Estate. The area includes the Landmark Pyramid Building currently occupied by the Co-operative Bank. The area is linked to Gorsey Bank by the pedestrian footbridge over the river.
- 3.5. To the south an escarpment acts as a buffer between the site and the park and the traditional residential area around Sandown Road and Kent Road. Other residential areas front Stockport Road. To the west is a railway and landscaped embankment adjoining the elevated M60 Motorway and the Mersey Valley Green Belt. To the east is a small mixed area of commercial and industrial uses along Service Street including Brinksway House.

### Landscaping

- 3.6. Areas of landscaping are located at:
- the north west corner of the site (the grassed embankment of the M60 motorway)
  - The steep escarpment separating Sandown Road/Kent Road and Hoylake Road from the site.
  - Hoylake Road

### Land Ownership/Planning History

- 3.7. All the land within the site boundary is either in Council ownership or is the subject of negotiations by the Council to acquire. There are no planning applications or permissions that affect the site
- 3.8. Proposals by GMPTA (Greater Manchester Passenger Transport Authority) to extend the Manchester-East Didsbury Metrolink line into Stockport will impact upon the site.

#### Public Utilities

- 3.9. BT cables, water supply pipes, street lighting cables and electricity cables are still present on the former residential estate. They follow the existing residential road layout and are located in the footpaths with an individual feed to each property. Further details need to be obtained from the appropriate service provider. The electricity supply is live and it is thought the BT and water supply are still operational. Addresses and contact numbers for the services are listed in Appendix 1.
- 3.10. Public surface water and combined sewers are present. There are three public surface water sewers and one public combined sewer traversing the site. Details of these sewers and surface water infrastructure are held by United Utilities and developers must determine the exact locations of the sewers. It is known that a deep Interceptor main runs in an E-W direction just outside the boundary.
- 3.11. A pumped foul water sewer from Yew Street and the Stockport Trading Estate is carried across the river on the footbridge and connects into a combined main sewer underneath Gorsey Bank Road. This feeds into the main Interceptor approximately where Gorsey Bank Road and Wirral Crescent meet. There are seven discharge consents registered along the River Mersey on the northern Boundary of the site for storm emergency overflow and storm sewage overflow.
- 3.12. An electricity substation fronts Gorsey Bank Road, opposite the park. Details of the electricity service installations are also held by United Utilities. The Kingsway/Denton 24" high-pressure gas main runs in a SW-NE direction across the northern corner of the site adjoining the motorway. There are not thought to be any other existing service installations on the site.

#### **4. POLICY CONTEXT**

- 4.1. The policies and strategies which set the context for the redevelopment of Gorsey bank are:
  - Regional Planning Guidance for the North West (RPG 13, March 2003)
  - Regional Development Strategy
  - Stockport Unitary Development Plan (adopted 1998)
  - Revised Deposit of the Stockport Unitary Development Plan (Stockport Council)
  - Towards a 2020 Vision Cleaner, Greener, Safer, Stronger (Stockport Council)

- Government advice set out in Planning Policy Guidance Notes, in particular PPG 13 (Transport)
- Gateway to the Future-M60 Gateway Strategy (Stockport Council)
- Greater Manchester Local Transport Plan (GMLTP)

#### Regional planning Guidance for the North West

- 4.2. Regional Planning Guidance (RPG13) sets out the Core Development principles that should inform spatial and development planning across the region in order to achieve sustainable development. They are:
- Economy in the use of land and buildings
  - Enhancing the quality of life
  - Quality of new development
  - Promoting sustainable economic growth and competitiveness and social Inclusion
- 4.3. The regeneration of the Gorsey Bank site will play an important role in achieving these principles especially in helping to develop key economic growth sectors
- 4.4. Policies set targets for the recycling of land stating that the redevelopment and re-use of vacant sites within urban areas should be a priority. They suggest an emphasis on economic growth and urban renaissance through the re-use of previously developed land, especially where it is accessible by public transport, walking or cycling.

#### Regional Development Strategy

- 4.5. Redevelopment of the Gorsey Bank site supports a number of objectives set out in the North West Development Agency's Regional Economic Strategy to transform the region through sustainable economic development, particularly in respect of the reclamation of derelict and under-used land in and adjacent to urban areas.

#### Stockport Unitary Development Plan (Adopted 1998)

- 4.6. The site is shown on the existing Unitary Development Plan as being a predominantly residential area but is now thought capable of providing a high quality employment area with its close proximity to the M60 motorway and links to the nearby business park at Yew Street.

#### Stockport Unitary Development Plan, First Review. Revised Deposit (May 2003)

- 4.7. The Gorsey Bank site is proposed as an Employment Area. Permitted uses are business and office development (Use Class B1).
- 4.8. The Highways Agency has expressed its concern about the cumulative impact of new development on Junction 1 of the M60 by making an objection to the Review

of the UDP. In response the Council has proposed amendments to the UDP Review to ensure that developments that will have a material impact on the junction deliver improvements necessary to mitigate their impact

#### Towards A 2020 Vision: Cleaner, Greener, Safer, Stronger

- 4.9. Sustainable redevelopment of this brown field site will make a contribution to meeting the following challenges of Stockport Council's Community Strategy:
- Putting people first
  - Providing a strong and responsible economy
  - Creating safe and healthy communities
  - Protecting and promoting our environment and heritage

#### M60 Gateway Strategy

- 4.10. This strategy adopted by Stockport Council on 22 June 2001 provides a vision and framework to guide planned change in the M60 Corridor. It is incorporated into the review of the UDP and contains proposals for action over the next twenty years.
- 4.11. Gorse Bank is identified as a key and prominent site in the M60 gateway. Bringing forward this development site as an opportunity to create a high quality business park targeted to attract inward investment and business expansion will be consistent with and will support the implementation of this strategy.

#### PPG13 Transport

- 4.12. PPG 13 sets out a number of principles, which have a bearing on any future development at Gorse Bank. Development should offer a realistic choice of access by public transport, walking and cycling. There is a need to ensure that it is easy to get to the site by different modes of transport (taking into account journey times, public transport frequency, quality, and safety and access for disabled people). Development should not be designed and located on the assumption that the car will represent the only realistic means of access for the vast majority of people.

#### Stockport's Environmental Action Programme

- 4.13. The Environmental Action Programme highlights four priority areas for action:
- Contributing to efforts to combat climate change
  - Reducing consumption of resources and waste
  - Preventing local pollution
  - Protecting and enhancing nature

The guidance for Gorse Bank aims to reflect this commitment.

#### Greater Manchester Local Transport Plan (GMLTP)

4.14. This is produced on behalf of the 10 Greater Manchester District Councils and the Greater Manchester Passenger Transport Authority (GMPTA). Fundamental to this strategy is a belief that everyone should have access to transport by choice of mode, a focus on improving public transport provision, walking and cycling and the sustainable regeneration of the county. Stockport Council is committed to contributing towards the achievement of these objectives at a local level. It has commissioned a number of more specific strategies and policies, which have relevance to the site:

- Cycling in Stockport-A strategy for Cycling in Stockport.
- A strategy for Walking in Stockport
- The Greater Manchester Bus Strategy is being developed as part of the LTP process. This will identify a core network of bus routes in Stockport.

## **5. SITE CONSTRAINTS (Plan 2)**

### Geotechnical

- 5.1. In December 2001 the Council commissioned a geotechnical survey of the former residential estate site and part of Gorsey Bank Park.
- 5.2. The study recommended that for building foundations reinforced concrete pad footings to isolated columns, or piled foundations to isolated columns will be required as well as reinforced concrete beams. A copy of the report can be made available to prospective developers on request.
- 5.3. Developers will also need to carry out their own site investigations for the areas on Service Street not covered by the report.

### Contamination

- 5.4. The Council also commissioned a survey of ground conditions on the former residential estate and part of the eastern area at the location of the former Gorsey Bank Cotton Mill.
- 5.5. The main conclusions are :
  - the majority of the site does not appear to have been subjected to potential contamination in the past
  - There is potential for contamination on the former Gorsey Bank cotton mill site and further investigation is required.
  - It is possible that demolition material may be present as fly tipping on the former residential site
- 5.6. The area around Service Street has not been investigated and could have been occupied by businesses, which may have given rise to industrial contamination. The 1922 1:2500 OS map indicates leather works to the east of the former

Gorsey Bank cotton mill. A phase 1 desktop survey to analyse the site history/ landfill search and to provide recommendations regarding further site investigations will be required.

- 5.7. Where development is proposed affecting the above sites, it will be necessary to demonstrate that any contaminants will not have an adverse effect and that measures are taken to prevent the pollution of water resources.

#### Japanese Knotweed

- 5.8. A site walkover has revealed the presence of Japanese Knotweed infestations. A more detailed survey is required to determine the extent of the problem together with the production of a method statement outlining how it will be eradicated.

#### Mineral extractions, waste disposal and waste treatment

- 5.9. The Phase 1 desk study also provides the following information with reference only to the former residential estate:
- The site is not in an area likely to be affected by deep or shallow mining
  - There are no BGS recorded landfill sites within 940m of the site
  - There are no registered landfill sites within 1000m of the site
  - There are no waste transfer stations within 1000m of the site
  - Sand and gravel has been excavated locally in the past to the south of the site.

#### Areas to be protected

##### Provision for Metrolink

- 5.10. A 30-40m corridor of land between the riverbank and Gorsey Bank Road has been earmarked by GMPTE (Greater Manchester Passenger Transport Executive) for the construction of the Metrolink extension. **Plan 2** shows the limits of deviation within which the preferred route for Metrolink into Stockport is to be constructed. The proposed LRT (Light Rail Transit) line crosses the M60 Motorway and the River Mersey by bridge across the north of the site and follows the river bank, before cutting through part of the former Cheshire Mill site to cross back over the river. A stop is proposed just prior to this second crossing to serve the Gorsey Bank and Cheadle Heath area.
- 5.11. As detailed design work for the Metrolink line is undertaken, a clearer picture will emerge of the limits of land that will be required at Gorsey Bank for constructing the line, bridge structures and stop. Further liaison with the GMPTE is required to safeguard land and access requirements for Metrolink, and to ensure that the construction of the line is not compromised by the development at Gorsey Bank.
- 5.12. Highway access improvement works for redeveloping the Gorsey Bank site have been designed to ensure that adequate access is available for the future

construction of Metrolink including allowance for large construction-related vehicles. No timetable is available at present for the construction of Metrolink and further liaison will be required with the GMPTE.

#### Park and Ride (Metrolink)

- 5.13. It is necessary to safeguard an area for a park and ride facility linked to the construction of Metrolink. This is needed to avoid detriment to the safety and operation of the site or safety and amenity in nearby residential areas from commuters parking to use Metrolink. A minimum of 100 spaces is required, which need to be located towards the eastern end of the site. This land could be used for additional site parking until such time as Metrolink is constructed or could be landscaped in the interim. This parking will be in addition to the normal maximum allowed, in recognition of the lack of accessibility of the site by public transport in the interim.

#### Areas of Open Space

- 5.14. Two areas on the site are protected open space and need to be safeguarded within any development:
- the north west corner of the site (the grassed embankment of the M60 motorway)
  - The steep wooded escarpment separating Sandown Road and Kent Road from Hoylake Road. This acts as a buffer between Gorsey Bank and a residential area and should be protected within any future redevelopment.
- 5.15 A 15m strip of informal open space between the proposed Metrolink line and the riverbank is to be safeguarded for recreational purposes. The Gorsey Bank development must include the creation of a riverside pathway, which could link into the development site and the Trans Pennine Trail across the river.

#### Easements

- 5.16 In 1983 an easement was granted by the Council to British Rail for the right to route an 80mm foul sewer across an existing footbridge over the River Mersey and through the site, to connect the Stockport Trading Estate sewer with the combined main sewer underneath Gorsey Bank Road.
- 5.17 In 1986 a second licence was granted to Millbank Freeholds Ltd to lay and maintain its foul sewer pipe along the same footbridge, to connect Stockport Trading Estate with the main sewer under Gorsey Bank Road.
- 5.18 In 1980 the Council granted an easement to NORWEB to lay a power supply to Cheshire Mill from the sub-station on Gorsey Bank Road. The easement refers only to the cable route, which is 14m long and laid to a depth of 0.5 m. The power supply was disconnected upon demolition of the mill and the easement agreement would appear to be obsolete.

- 5.19 There is also a maintenance easement for a high-pressure gas pipeline, the 24" Kingsway to Denton pipeline running SW-NE direction on the northern perimeter of the site.

#### Public Utilities

- 5.16 The Building Proximity Distance (BPD) for the Kingsway to Denton 24" high-pressure gas main pipeline is 8.0m which is the minimum distance recommended by Transco between the pipeline and any 'normally occupied' building. The BPD is based upon recommendations issued by the Institute of Gas Engineers, adopted by Transco and endorsed by the Health and Safety Executive (HSE). The HSE is a statutory consultee for planning applications in the vicinity of Major Accident Hazard Pipelines and may, however, use different criteria when assessing a proposal, particularly with respect to high population density buildings. Access to the pipeline must not be restricted or obstructed to enable maintenance works on the pipeline, particularly in the event of an emergency.
- 5.17 Transco have produced guidelines, which set out the safe working conditions that must be observed when working in the vicinity of High Pressure Pipelines. It is a condition of the easement that Transco gives formal consent to any proposed works within the strip. The Network Support Officer at Transco should be contacted at the earliest opportunity to discuss their requirements and to obtain the necessary consents where appropriate.

#### Sewers

- 5.18 3m clearance on either side of the Interceptor main will be required. Any new development on the site will require separate foul and surface water systems.

#### Access

- 5.19 Vehicular access is currently gained from:
- **Gorsey Bank Road.** This is the only existing vehicular access into the former residential estate. It provides restricted access due to the narrow width of the street, the steep fall in level and restricted sight lines at its junction with Stockport Road.
  - **Service Street** is an unadopted narrow road leading to old industrial units fronting the River Mersey.
  - **Hoylake Road** provides restricted access due to its narrow width and restricted sight lines at its junction with Stockport Road.
- 5.20 All three roads are culs-de-sac, reflecting the changes in levels and riverside location, which have influenced the provision of infrastructure in the past. The topography will influence proposals to redevelop the area.
- 5.21 An existing highway infrastructure comprising Gorsey Bank Road, Seacombe Grove, Egremont Road, Wirral Crescent and Tranmere Road all branching from

Gorsey Bank Road, serves the site together with a number of hard-standing areas previously used as parking. These are adopted highways that will have to be stopped up in accordance with the procedures laid down by the Secretary of State under the Planning Act 1990 in order for them to be incorporated into the development area.

- 5.22 Pedestrian access to the site from across the river is by way of an iron footbridge linking Gorsey Bank to Stockport Trading Estate and the Trans Pennine Trail. A stepped pathway up the escarpment to Hoylake Road provides further access together with links through Gorsey Bank Park. An unmarked path on the edge of the site, adjoining the M60 motorway embankment runs westwards along the riverside.
- 5.23 The iron footbridge, constructed sometime between 1872 and 1892, is the only footbridge downstream of the town centre to span the River Mersey in Stockport. It is a well-used public right of way and links the Gorsey Bank site to Stockport Trading Estate, Yew Street and the Trans Pennine Trail. It is presently accessed from Gorsey Bank Road. Considered to be a local landmark, the footbridge facility is in urgent need of refurbishment or replacement. As part of the Gorsey Bank development this footbridge will have to be replaced or refurbished to a high, quality standard. Access to and from the bridge needs to be maintained during construction works with a route of equal quality and amenity as the existing one. In conjunction with other development proposals it is intended to improve the path from the bridge to Heaton Mersey by provision of a hard surface path with street lighting.
- 5.24 It is proposed that the site will eventually be accessible by Metrolink, however this is not likely to be available for a number of years and up to this point, access by public transport is limited. Gorsey Bank is currently served by bus services on the A560 Brinksway/Stockport Road and improved bus stop facilities on Stockport Road will be needed along with increased service provision between the site and the Town Centre until such time as the Metrolink is operational.

#### River Mersey

- 5.25 The site lies at a relatively high level above and adjacent to the River Mersey. For part of its length, the river is within the 1-2 m depth one in a hundred year flood contour but the Environment Agency has no record of flooding to the site, which lies outside the indicative flood plain. Developers should confirm with the Environment Agency whether any raising of flood levels is required for flood defence.
- 5.26 The Environment Agency classes the Mersey as a “Main River” and details of any proposed works within 8 metres of the top of the bank will require consultation and the prior consent of the Environment Agency under the Water Resources Act 1991 and the Land Drainage byelaws. The Environment Agency has discretionary powers to carry out maintenance works on the channels of “Main River” watercourses to remove blockages and ensure the free flow of water and would seek to restrict any development that unduly restricts access to the Mersey for the Agency’s machinery.

## Gorsey Bank Park

5.27 The site boundary takes in part of the existing Gorsey Bank Park. It is a requirement of UDP policies that this loss of open space is replaced elsewhere. The development will necessitate the loss of 0.46 ha, approximately a third of the open space in Gorsey Bank Park. A number of proposals will compensate for this loss of this open space.

- a) New open space along the River Mersey. 0.6 ha area of informal open space with access to the River Mersey must be created as part of the Gorsey Bank development. Originally this was linked to the proposed Metrolink extension but development of this open space will take place despite any uncertainty about Metrolink.
- b) New open space to the west of Hoylake Road. Some 0.45 ha of new open space should be provided in this area, which is easily accessible from the surrounding residential areas. This will be associated with the process of constructing a new secondary access road from Stockport Road.
- c) Improvements to the remaining part of Gorsey Bank Park. A new floodlit multi-use game area and childrens' play area will be put in to replace those lost to the Business Park. These will be located on the site of the old Bowling Green, which has been disused for many years. These features will be installed in advance of the development of the Business Park. Other minor improvements to the landscape of the park will be also undertaken.
- d) The play area at Bonar Park will be renewed, with additional general improvements to the landscape of the park. Also, the play area at Walnut Tree estate will be improved.

5.28 The development adjoins a public park and this provides an opportunity to create links to allow access to and through the park for employees and commuters arriving by public transport, foot or by bike. The park will provide an attractive facility for employees within the new development and opportunities to link-in with Council provision of facilities in the park should be explored

## **6. DEVELOPMENT OPPORTUNITIES**

### Permitted Uses

6.1. The development should be consistent with the proposed UDP Review allocation of Gorsey Bank as a development site for offices and business premises. The UDP sets out the context for development of new office and business premises (Use Class B1) from 2001 to 2011 and includes a high quality business park at Gorsey Bank. Together with the Yew Street Employment Area the two sites are felt to present an employment area of strategic importance. Furthermore, a well

designed scheme with landscaping and usable open space would open up the River Mersey and provide a gateway feature to Stockport Town Centre.

- 6.2. The development will be designed to the highest standard and in accordance with the current building regulations.
- 6.3. The Council requires 'sustainable development' on the site, which should be reflected by the provision for and the encouragement of public transport use, walking and cycling. The development should be fully accessible by sustainable modes of transport and not require reliance upon private motor vehicles.

#### Uses Sought and Viability

- 6.4. The site is a significant development opportunity with potential riverside and Metrolink access. The Council is seeking the development of a high quality, landmark business park.
- 6.5. This vision is supported by the findings of a Feasibility Study commissioned by the Council in February 2002, in partnership with the NWRDA. The Study, prepared by Lambert Smith Hampton provided:
  - A commercial evaluation of the redevelopment potential of the site in the context of the South Manchester commercial office market
  - An evaluation and financial appraisal of a number of potential commercial office occupation/development options
  - Preferred option recommendation
- 6.6. The analysis of the South Manchester Office market and competing sites concluded that the optimum office development for the Gorse Bank site would be moderately specified units capable of sub-division into 5,000sq ft units. Gorse Bank is expected to attract indigenous, expanding companies looking for campus business park accommodation with good access and linkages to the town centre's facilities, therefore the accommodation should be targeted at this sector. B2 and B8 uses are unacceptable on this site because of access limitations.

#### Layout and Access

- 6.7. In accordance with the requirements of Planning Policy Guidance Note13 the development should seek to address the needs of motorists along with other road and public transport users by promoting more sustainable transport choice (public transport, cycling and walking) to attempt to reduce the need to travel by car. This should reduce congestion and pollution and achieve better access to the development. To satisfy the minimum requirements of PPG 13, it will be necessary for developers to improve the accessibility for vehicles, pedestrians and cyclists. A number of opportunities on site could be developed to advantage: cycle access to and around the site; a network of pedestrian walkways, taking advantage of the adjoining Gorse Bank Park, the proposed stop for the Metrolink service and access to bus services along Stockport Road.

- 6.8. The main access will be at the eastern end of the site. Gorse Bank Road forms the only existing vehicular access but an improved access is required in order to give this prestige site a greater frontage and presence onto Stockport Road. The design and location of the access shall be in accordance with the requirements of the Council. All internal roads within the site should be constructed to adoptable highway standards and will need to be adopted by the Authority under a Section 38 Agreement.
- 6.9. There is a possibility of creating a second vehicular access to the site at the western end via Hoylake Road, although there is a considerable difference in levels between the main site and Hoylake Road. This proposal will need to take account of the loss and replacement of some of the area of protected local open space comprising the escarpment. The existing part of Hoylake Road will need widening to 6.5m, the junction radii increased to 6m and the carriageway and footways re-surfacing to make it suitable for use as a second access. If a second access is not formed from Hoylake Road then an emergency / pedestrian / cycle access will still need to be provided between the site and Hoylake Road. This will not require widening of the existing part of Hoylake Road but will require re-surfacing of the carriageway and footways.
- 6.10. The Council has analysed the traffic impact of the development of this site. The impact at the main access junction may be mitigated by construction of a junction in accordance with a design prepared by the Council's Highway Engineers. A re-alignment and widening of Gorse Bank Road will also be required and if all access is taken from one junction then traffic signal control will be needed.
- 6.11. If access is taken both at the eastern end of the site and at Hoylake Road then a priority junction may be used because of reduced right turn movements from the main access. The priority junction includes a ghost island right turn lane, cycle lanes, a pedestrian refuge and left and right turn lanes for traffic exiting the site. The proposal also includes an upgrading of a nearby zebra crossing to a Puffin Crossing. The signal junction includes similar features to the priority junction but incorporates the pedestrian movements within the junction and does not need a separate Puffin Crossing.
- 6.12. Traffic management measures will be required along Stockport Road to mitigate the traffic impact of the development in what is primarily a residential area. This will include cycle lanes, right-turn lanes, protected parking bays, junction build-outs and pedestrian crossing facilities. The extent of these works will be between Hoylake Road and Northgate Road. A commuted sum will be needed for the future maintenance of the Puffin Crossing or signal access junction.
- 6.13. The scale of the proposed development may also result in an impact at Junction 1 on the M60. To mitigate this it may be necessary for the development to contribute to a scheme of improvement at the junction. Works have been identified that will be likely to mitigate the impact, subject to confirmation from the Highways Agency.
- 6.14. The Quality Bus Corridor will need to be improved to standard to a total of six bus stops on Stockport Road. This reflects the linear nature of the site, which has

several walking routes through to Stockport Road. Bus services to the Stockport Bus Station are currently limited to 2 per hour during weekdays (the 307/308 and 312 services). This service needs to be increased to a minimum of 3 per hour on weekdays. This will probably be best achieved by increasing the frequency of the 312 service to two buses per hour. This will also increase linkage of this site with Cheadle Heath, Cheadle District Centre, and Handforth. The Authority is investigating ways of facilitating this service improvement in conjunction with contributions from other development sites. A contribution to this service improvement will be required from this site.

- 6.15. The footbridge from the site across the River Mersey, which is currently sub-standard, will have to be replaced with a design approved by the Council.
- 6.16. Space must be provided for adequate cycle storage facilities (such as covered Sheffield Racks). Shower, changing and kit storage facilities for cyclists (and pedestrians) should also be provided within the development.
- 6.17. The developer will be required to put in place a Travel Plan for the site, which should include targets for the different modes of access, which can then be independently, monitored.

#### Design Issues

- 6.18. The Council has produced a design statement, Town Centre/M60 Gateway – Urban Design Principles, which has been adopted for development control purposes. It applies specifically to any development within the town centre and M60 gateway and covers aspects of design including scale and mass. Development at Gorsey Bank will be required to accord with the key design principles approved and provide an urban design appraisal.
- 6.19. Gorsey Bank is identified as a Key Gateway site where innovative and high quality design will be expected. The opportunity exists to create a significant high quality, architectural landmark such as evidenced at the ‘pyramid’ site. Industrial style shed development will not be deemed acceptable here as the site is visible from the M60 motorway and the proposed Metrolink service.
- 6.20. Materials specified for the development will need to demonstrate high standards of visual attractiveness, durability and environmental performance.
- 6.21. Particular reference should also be made to the relationship of the site to the proposed adjoining Metrolink line and the River Mersey. Buildings should be designed in a way as to enhance the public enjoyment of the river environment creating walkways and viewing areas open to the public together with areas for sitting and relaxation to create a quality urban environment. High quality landscaping is necessary to contribute to the urban landscape.
- 6.22. Developers must also pay particular reference to the proposed Metrolink Bridge over the M60 and River Mersey. The Council is requiring that this bridge is of a high design standard. It is to be a ‘landmark’ structure that any development at Gorsey Bank must take account of and complement appropriately.

## Sustainable Design and Construction

- 6.23. Sustainable design and construction is the concept of sustainable development as applied to the built environment and is concerned with issues such as increasing energy efficiency, reducing water consumption and minimising waste produced in construction and through use. The redevelopment of Gorsey Bank provides an opportunity to demonstrate the simplicity, practicality and cost effectiveness of using sustainable design and construction in developments. The benefits of sustainable design and construction can be maximised by including it from the earliest stages of design.
- 6.24. Sustainable development is a key priority in Stockport Council's Community Strategy, Government Policy and Regional Planning Guidance. Information and advice is available on all aspects of sustainable design and construction from the Council's Planning Policy Team. The Council will examine carefully any proposals for sustainable development within the context of the general development requirements of the UDP/UDP review and with respect to the gateway location of the area.
- 6.25. Buildings consume energy, materials and natural resources in their construction and use. They generate waste and contribute to atmospheric pollution, global warming effects and ozone depletion that contribute to climate change. Thoughtful building design plays a critical role in minimising these impacts on the environment. Gorsey Bank therefore presents both an opportunity and a challenge to achieve imaginative and innovative, sustainable development through good building design which can reduce energy and water consumption, make use of recycled, reusable and low energy embodied materials and reduce waste and pollution.
- 6.26. Materials specified for the development will need to demonstrate high standards of visual attractiveness, durability and environmental performance. Consideration should also be given to how these materials could be re-used or re-cycled after their use in the proposed development and what, if any, actions can be taken during specification, selection and installation or use to make the future re-use or recycling easier.

## Landscaping

- 6.27. Developers will be expected to take advantage of the existing landscaping opportunities provided by the riverbank, the adjoining area of green belt and public open spaces (Gorsey Bank Park and embankment). They present an opportunity to develop Gorsey Bank as an attractive, business park, with areas for staff recreation.
- 6.28. The developer will be required to ensure that appropriate landscaping features, including public art are an integral part of the design process for this site. Such areas should not be an afterthought or be land leftover without a specific use. Opportunities include an area for informal recreation north of the proposed Metrolink line and south of the River Mersey. This will include viewing and seating areas.

- 6.29. The developer will be responsible for constructing and laying out such areas and also be responsible for their future maintenance.
- 6.30. In line with Stockport's Environmental Action Plan, it would be beneficial if all the open space in and around the site is landscaped. This is so that areas link to one another and create green routes for wildlife, as well as people, to continue the theme of a 'green ' but also innovative Business Park. Areas of open space should not be cut off from each other. Equally, it is important that the landscaped areas contribute to protecting and enhancing the bio-diversity of species. This can be done through the provision of suitable habitats (e.g. leaving some areas slightly 'wild') and specifying/including a native planting scheme. The Environment Agency suggests that the planting scheme and layout of the green routes could be designed based on local Bio-diversity Action Plan (BAP) species.
- 6.31. Where possible planting schemes should include trees and efforts should be taken to preserve existing mature trees where appropriate. Tree planting in particular contributes to efforts to combat climate change and improve local air quality. The Environment Agency recommends the use of native species.
- 6.32. Loss of existing open areas should be compensated for in imaginative ways –for example through the use of features such as green roofs and planted courtyards. As well as providing habitats for wildlife and recreational space for staff, green roofs can also be an effective form of building insulation.
- 6.33. Cycle paths and pedestrian routes can also be developed in keeping with a 'green business park' theme. These should be fully incorporated into the landscaping of the site to provide a quality environment to encourage walking or cycling, as should the car park and car access routes to avoid the appearance of a traditional car dominated development.
- 6.34. With respect to the riverside area, development is unlikely to take place within the same 'time frame' of the Metrolink Line construction. In this case the developer will be required to deposit adequate sums covering provision and maintenance of approved landscaping with the Council. This sum will include the cost of providing an interim scheme pending the construction of Metrolink.
- 6.35. The riverbank is a valuable area of natural interest with established natural vegetation such as bilberry and heather. In view of the sensitivity of this river bank area, it would be preferable if the developer's deposit extended to commissioning the Council to design as well as implement the approved scheme following completion of the LRT line and be responsible for its future maintenance. During the development of the site no surplus spoil should be deposited in this area.
- 6.36. Subject to the satisfactory completion of landscaping south of the Metrolink Line, the Council may be prepared to adopt such areas providing the Developer pays to the Council the appropriate maintenance sum applicable at that time.

### Disabled Needs

- 6.37. The access needs of disabled people need to be taken into account in line with the Disability Discrimination Act. This also applies to design details such as layout, reception heights, door handles, light switch heights, colour schemes and a whole range of other issues dealt with by the Building Regulations, Part M.

### Car Parking

- 6.38. Car and cycle parking should be provided in accordance with Stockport Council's revised parking standards. The Council has adopted interim parking standards for development Control purposes. In addition, sufficient space within the site should be allowed for the manoeuvring of service vehicles

### Security

- 6.39. The layout of the development needs to take into account security and crime prevention measures and advice is available from the Greater Manchester Police Architectural Liaison Officer. Generally, the areas of public access should be designed to include natural surveillance through good visibility and effective lighting. Equally, avoiding light pollution is also desirable so that the outdoor lighting should be sensitive. A secure layout is imperative in encouraging a high level of access to and from within the site by pedestrians. The Liaison Officer advises that a developer consider incorporating Secured By Design (SBD) principles in a scheme to reduce the impact and opportunity for crime.
- 6.40. The benefits of crime prevention measures can be maximised by including it in the earliest stages of design on the basis that by the time a formal application is submitted, the opportunity to take account of advice may be limited. Developers should therefore contact the Police Architectural Liaison Unit as early a stage as possible.

**CART/JF/FEBRUARY2005**

## **7. CONTACTS**

### Regeneration Section

John Fildes	Central Area Regeneration Team Manager	0161 474 2625
Anna Highfield	Project Officer	0161 474 2621
David Johnston	Project Officer	0161 474 2633

### Development and Control

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Nick Whelan	Highways Specialist	0161 474 4907

### Planning Policy

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Bruce Child	Planning Policy Officer (open space)	0161 474 3564
Tara Hughes	Health and Environment Advisor/Sustainable Development	0161 474 4385
Steve Johnson	Planning Policy Officer (Employment)	0161 474 3509

### Community Services

Vanessa Brook	Manager, Landscape and Development	0161 474 4446
Mike Craig	Landscape Officer - Parks and Recreation	0161 474 4424

### Legal and Estates

John Hill	Senior Conveyancer (CPO)	0161 474 3225
Chris Harney	Development Surveyor	0161 474 5361

## **APPENDIX 1**

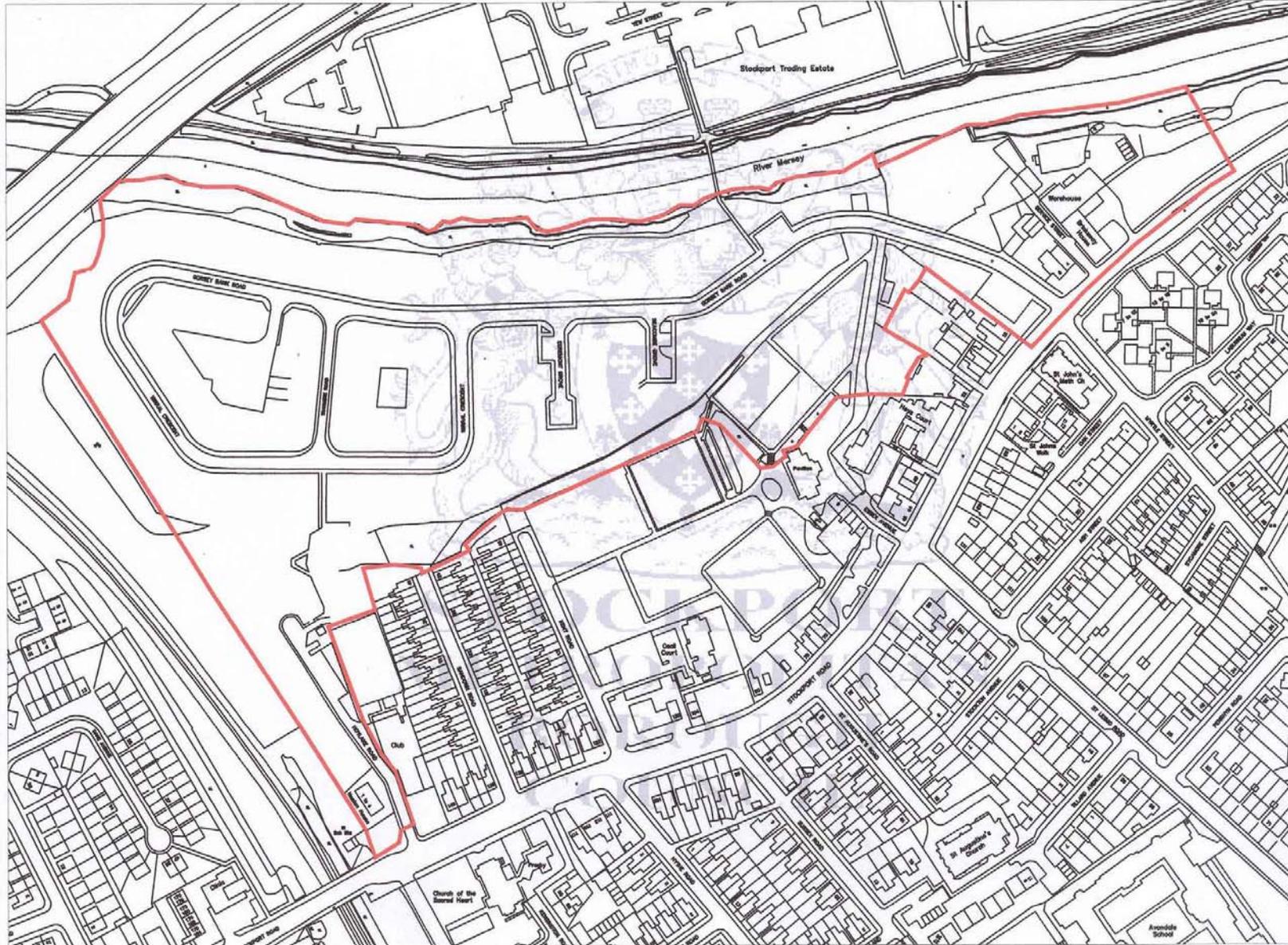
Services: Detailed information is available from the appropriate statutory body.

United Utilities Map Services Direct Stevens Way Goose Green Wigan WN3 6PJ	0870 7510101
Norweb Electricity PO Box 14 410 Birchwood Boulevard Birchwood Warrington WA3 7GA	0161 257 3211
Trans Co (North West District) Spa Road Bolton BL1 1HG	01204545000
British Telecom PLC 91 London Road Manchester M60 1HG	0800 309409
British Telecom PLC Post Point 51 D 5th Floor Lancaster House Old Hall Street Liverpool L3 9PY	0151 229 4503
Ntl Plant Enquiries Timpson Road Baguley Manchester M23 9WX	0161 283 5217
Greater Manchester Police (Architectural Liaison Officer) Community Affairs Branch Chester House Boyer Street Manchester M16 0RE	0161 856 5912

GMPTE  
9 Portland Street  
Piccadilly Gardens  
Manchester  
M60 1HX

0161 242 6000

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Notes

- 1 No dimensions are to be scaled from this drawing
- 2 The contractor shall verify all dimensions on the site

Area of Development Site

or date local agreement note



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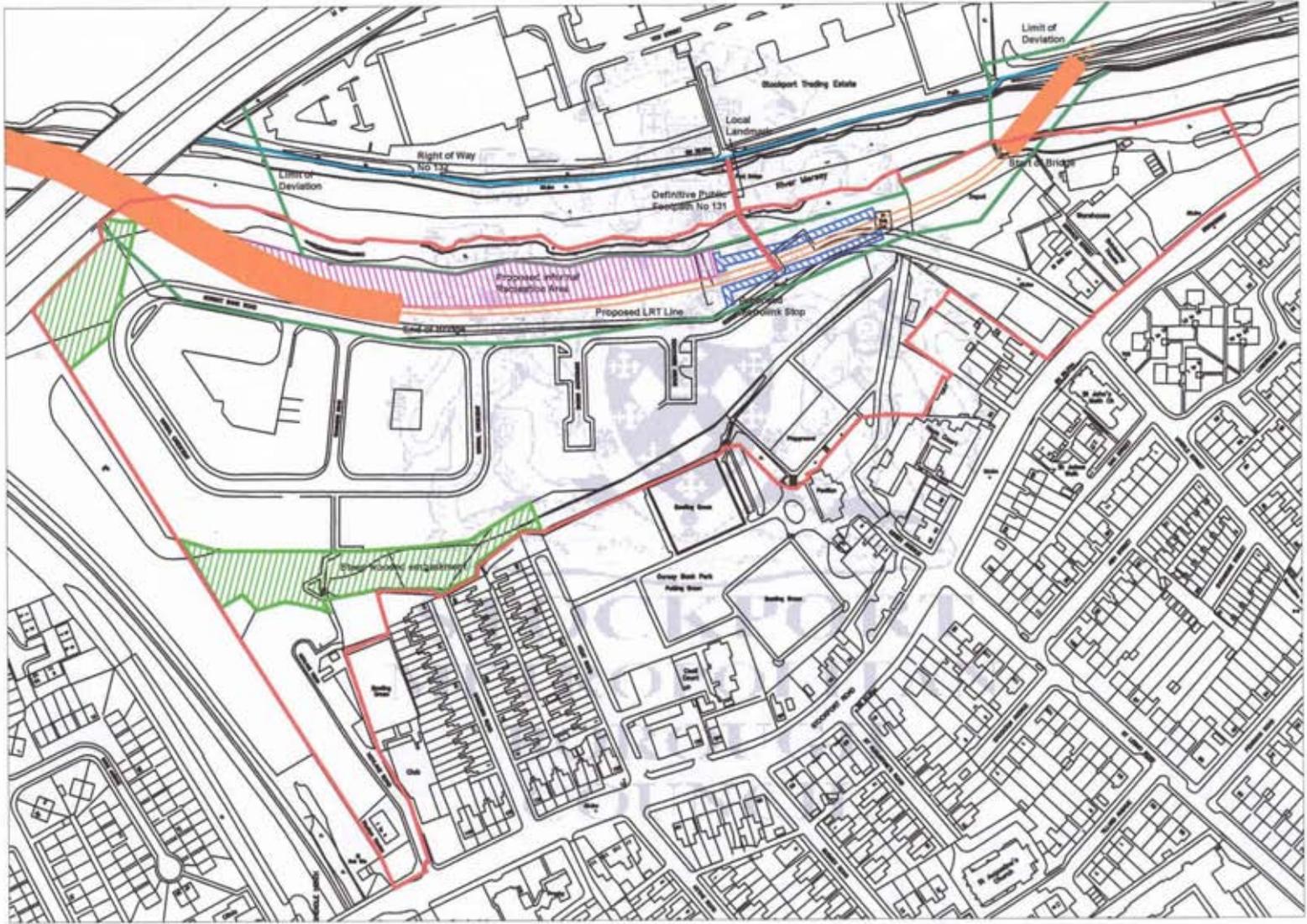
Project  
**Gorsey Bank Development Brief**

Title  
**PLAN 1 Site Boundary**

Scale 1:2500  
Date Drawn Authorised

Drawing/Amendment Number

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**Notes**

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- Site Boundary
- LRT Line & Bridges
- Metrolink Stop
- Limit of Deviation
- Local Open Space
- Informal Recreation
- Trans-Pennine-Trail
- Definitive Public Footpath No 131 Stockport

or / date / initial / amendment / note



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Project  
Gorsey Bank  
Development Brief

Title  
PLAN 2  
Constraints Map

Scale 1:2500  
Date Drawn Authorised  
July 2001  
Drawing/Amendment Number

Drawn on CAD alter at terminal only

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