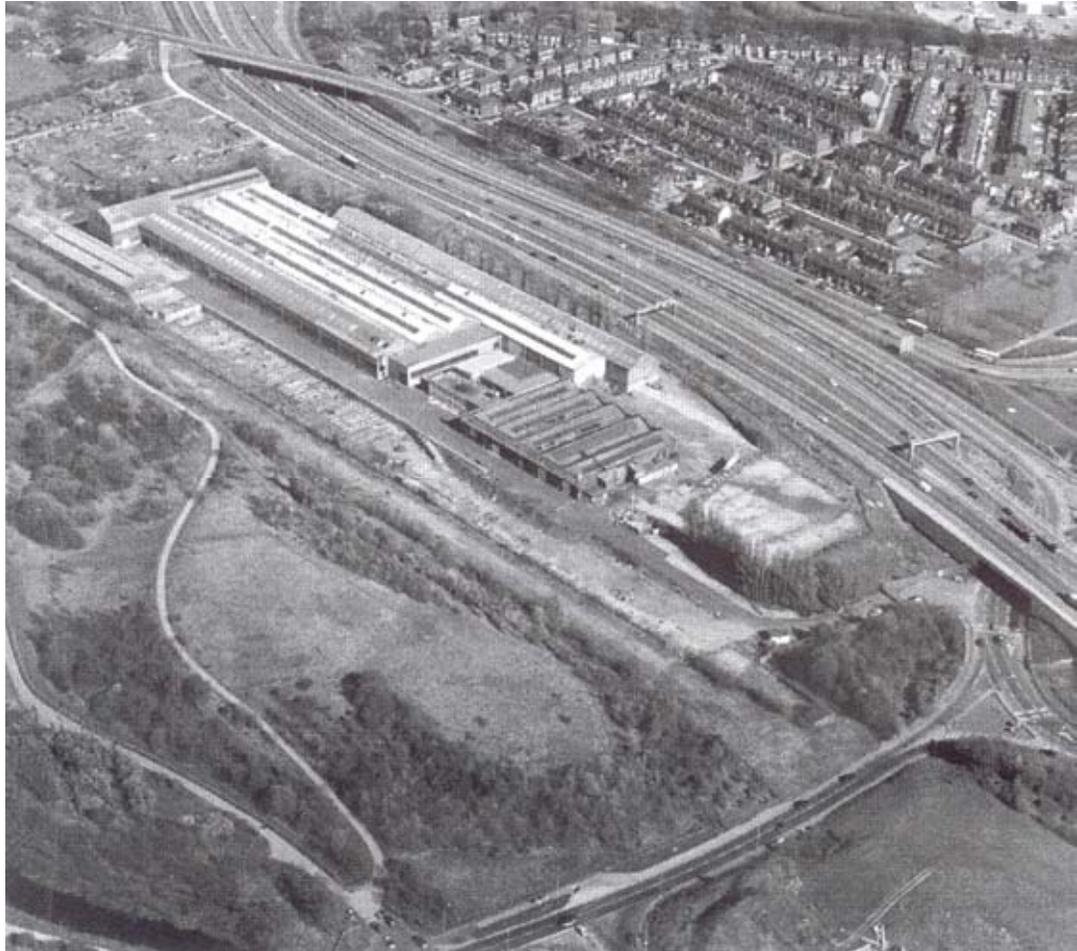


Planning Brief

Former Thomas Storey Site
Portwood
Stockport



March 2006

Stockport Metropolitan Borough Council
Regeneration Section



Planning Brief

Former Thomas Storey site, Portwood, Stockport

1.0 OBJECTIVE

- 1.1** The purpose of this document is to provide to developers a planning brief to guide the development of this large prominent site of sub-regional significance fronting the M60. This brief has been prepared by the Regeneration Section, Environment and Economy Directorate, in consultation with the Development Control Section, Planning and Transportation Policy Section and Town Centre/M60 Team.

2.0 CONTEXT

2.1 Site Location and Context (Plan1)

The site lies to the north east of Stockport town centre, within the Portwood area of Stockport and adjacent to junction 27 of the M60. The site is 150 m from the Portwood retail area, which lies between the site and the town centre and about 700m from the nearest primary shopping frontage along Great Portwood Street. The site is conveniently accessible to vehicles coming from and going out to the west along the M60, being located about 2 km east from Junction No1 and approximately 2km from Junction 25

2.2 M60 Gateway Area,

The strategy 'Gateway to the Future – A Regeneration Plan for Stockport Town Centre and the M60 Gateway 2000' was adopted by the Council in 2000 to provide detailed planning guidance for the development of the area. The strategy identified a number of significant brown-field development sites, including this site, with the ability to attract major investment and to help to achieve with the regeneration objectives.

3.0 SITE INFORMATION (Plan 02)

3.1 Site Description:

The irregular shaped site is mainly linear and measures a maximum of 470 m by 160 m with an area of 5.7 ha (excluding the highway verge). The site is elevated from the adjacent retail and industrial area of Portwood. The site is however almost level with the adjacent elevated M60 motorway. Consequently is highly visible to traffic travelling in both directions on the M60 from some distance.

The site is immediately bounded

- to the north by Tiviot Dale Country Park at the edge of the Green Belt
- to the east by an allotments site and a school
- to the south by the M60 motorway
- to the west by Tiviot Way

The site is vacant and predominantly covered by tarmac surfaced area and a large level concrete slab left after the demolition of the Thomas Storey industrial complex. With the exception of the mature trees along the eastern boundary, the site is devoid of landscape elements and is dominated by the close proximity of the motorway. It benefits from clear visibility from the M60 and enjoys open views on all

sides along with a backdrop of trees along the northern boundary with Tiviot Dale Country Park. There are the remnants of the old rail line in a cutting along the northern boundary, which also used to serve the Thomas Storey complex and will need to be assimilated in this site.

3.2 Existing Land Use

The site is currently lying vacant and the last planning use was mainly B1 and B2, possibly with some B8 associated with the former business. The site falls within an Employment Area on the approved Stockport Unitary Development Plan, allowing B1, B2 and B8 uses, along with other ancillary commercial and leisure uses.

3.3 Ownership

The whole site is currently in private ownership.

3.4 Planning History

The site was last occupied by Thomas Storey Ltd and previously comprised a two storey factory building with ancillary office accommodation, storage, garage and workshop buildings, which were constructed between 1950 and 1960.

3.5 Public Utilities

All main services are available to this site being a brown-field site, which was in use until 1998 or these are in the close vicinity. Details can be obtained from the appropriate statutory utility provider.

4.0 SITE OPPORTUNITIES AND CONSTRAINTS

4.1 This is a prime site both in the sub-regional context with its unique setting and visibility from the M60 motorway and as a landmark site for the 'M60 Gateway to Stockport Town Centre'. It is considered to be an ideal site for a high quality office development or for a medium size production plant with direct access to the M60 linking it conveniently with the motorway network. Manchester International Airport is accessed via the M60 and M56 and is only 8 miles away.

4.2 The site is visible from the M60 to traffic approaching from both directions. Being in an elevated position, it enjoys long views of Stockport Town Centre in a south-westerly direction and has a backdrop of woods within the Tiviot Dale Country Park to the north.

4.3 With the exception of a steep fall towards the roundabout junction to the south west of the site, and a lower section of land alongside the north-western boundary (on the location of the previous travelling crane, railway line and sidings), the site area is predominantly level.

4.4 Ground Conditions

A large levelled part the site is covered with a concrete slab left after the demolition of the Thomas Storey Works, which is likely to need to be removed for the new development. The Council is not aware of any adverse contamination on this site but considering the former industrial use, it is advised that detailed surveys are carried out by the developer to ensure the Health & Safety of future occupants and structural safety of the development.

4.5 Existing vehicular Network

The site is adjacent to Portwood Roundabout, Junction 27 of the M60, providing direct access to the M60 westbound and, via the A560, to the M60 eastbound. The site has good quality links to the A6 (north and south) via the A626 and also enjoys a direct local link to the Town Centre along Great Portwood Street. Portwood Roundabout and the A626 corridor have recently been subject to a comprehensive improvement scheme associated with a nearby Retail development. The scheme has included full signalisation of the roundabout, duelling part of the A626 and provision of a signal junction for access to Tesco.

The site currently has a direct priority access to the roundabout. As the site has been cleared and no fallback position exists in respect of a current use, the re-use of this access as it stands in its current form is not acceptable for the re-development of the site. A previous proposal included access from the roundabout into the site and exit, via a signal junction, to Tiviot Way. The works for this access arrangement included widening the circulatory carriageway of Portwood Roundabout, a double exit lane from the roundabout into the site and widening of Tiviot Way to provide additional capacity at the entry to the roundabout. A subway on the north-east quadrant of the roundabout was to be widened and extended as part of the works. A similar form of access may be acceptable for a different development although for a use that generates less traffic a reduced scale improvement may be acceptable. It should be noted that an additional signal entry onto the roundabout will not be acceptable under any circumstances and that the site exit will need to be to Tiviot Way.

4.6 Improvements to vehicular Access

Within the site the access road will need to be constructed to adoption standards and a Section 38 Agreement under the Highways Act 1980 will be required for adoption of the road. Sufficient adopted highway will be required such that it links the entry and exit points. This will avoid the possibility of a vehicle entering the site out of hours or by mistake reversing back onto the roundabout. Further adoption within the site may be required if needed to provide sufficient emergency access or to protect public amenity. Particular care will be needed over levels on the entry and exit roads. Pedestrian, cycle and emergency access will be likely to be required from Brinnington Road along an improved allotments access road. This will allow pedestrian / cycle access to the site from the Brinnington area hence increasing the sustainability of any development.

4.7 Public Transport

The site is currently poorly served by public transport. There are no bus services on Tiviot Way. The nearest services are on Carrington Road, Brinnington Road and Great Portwood Street. These services are programmed to be improved shortly by installation of a bus lane through the southern part of Portwood Roundabout. Improvements to public transport in the form of a Town Centre Distributor bus service were proposed as part of the Ikea proposals. Improved bus services may be required of any future development of this site if it is for an intensive use. The design of the site should pay attention to the need to provide a high standard of pedestrian access including compliance with Government guidance for disabled access.

4.8 Provision for Cyclists

The Council requires that the needs and safety of cyclists are provided for in any new large scale development. Development of this site should seek to improve facilities on the east side of Tiviot Way between Water Street and Portwood Roundabout, improve the link under the north-east quadrant of the roundabout and provide a safe and convenient route into the site. An adopted cycle route linking Brinnington Road to Portwood Roundabout across the site should be included in proposals. Any development will need to provide adequate cycle parking facilities in line with the Council's adopted cycle parking standards.

4.9 Transport Impact

A Transport Assessment will be required for the proposed development on this major site. This will need to examine the impact of any development on Portwood Roundabout and nearby, linked, junctions at Carrington Road / Brinnington Road and Water St / Tiviot Way. Assessment will be needed for the weekday AM and PM periods and possibly also for the weekend for uses that generate significant traffic at this time. Assessment may be required of a larger network if the impact is significant over a wider area or if required by the Highways Agency. This analysis is likely to need use of the Stockport Town Centre Traffic Model to assess impact on the wider network. The traffic impact at Portwood Roundabout and the proposed access arrangement is likely to need modelling using a micro-simulation type model. The Council has such a model of Portwood Roundabout, which may be made available for use. Analysis will be needed of access by means other than by car. Use of the Accession programme may be appropriate to determine the accessibility of this site. The Transport Assessment should include a commitment to provide a Staff Travel Plan.

4.10 Environmental Impact

Considering the location, size and scale of the development on this important site, a comprehensive 'Report on Environment Impact Assessment' will be needed as part of the planning submission to the Local Authority.

4.11 Sustainability Agenda & Renewable Energy Obligation

The Council is preparing to adopt 'Sustainable Construction SPD' and will expect all major new developments in Stockport area to comply with the main requirements of the SPD.

The developer should also ensure that the development meets the emerging criteria recommended by Government in reducing CO2 emission from buildings through a combination of energy saving measures, recycling of heat and water resources and installation of micro-renewables to reduce the over all energy demand.

5.0 POLICY CONTEXT

5.1 Stockport Unitary Development Plan (Adopted Plan)

The Statutory Development Plan for the site is Stockport UDP which was adopted in 1998. This site is shown as an Employment Area within the Regeneration Plan for Stockport Town Centre and the M60 Gateway (2000), known as the Gateway to

the Future, which was adopted by the Council in July 2000. Updates are produced every year, with the latest one dated 2004/5.

Regional Planning Guidance has been updated since the previous public inquiry. The Approved Regional Guidance for the area is RPG13, adopted in March 2003

5.2 Stockport UDP Plan Review

The adopted UDP is currently being reviewed in accordance with Government guidance. The site is shown on the Stockport UDP (First Review Revised Deposit Plan) March 2003 Map site TCG4.1. The related policy to this designation has been amended during the review process. The proposed Use Class for this site has been restricted to B1, B2 and B8 uses in the current UDP Review, which is now at the Second Modification stage.

The Council's strategy for the area is also informed by other plans:

- (a) The Council Plan 2003-2006
- (b) Stockport Community Strategy
- (c) Stockport Economic Development Strategy 2000 to 2012.
- (d) Gateway to the Future

- 5.3** The following uses (as defined in the Town & Country Planning Act – Use Classes Order 1987 (as amended by Circular 03/2005) may be considered acceptable, in accordance with the Government Guidance Notes. A number of uses are considered suitable for this site, subject to consideration by Stockport Council Development Control, however the preferred uses for this site are listed below:

Preferred Uses:

- B1 Offices, Research / Development and Light Industrial Uses, Business Centre providing work space for new & expanding small businesses and employment related facilities –training, conference and exhibition space
- B2 General Industry

Any other associated use like skills training, Staff Café/ Restaurant and Leisure/ Sports Club will be considered on their own merits and should be ancillary to the main use.

Acceptable Uses:

In addition to the above

- B8 Storage and Distribution Warehousing (non-retail)

Limited ancillary uses, complementing the wider re-use of the site may be considered acceptable as a part of overall general employment generation use. Such uses could include indoor sports facilities and food and drink outlets of a modest scale, hotels, day nurseries and other uses that can provide a service to the local firms or people accessing the area.

Non-acceptable Uses:

- A1 Retail warehouses
- C2 Residential Institutions
- C3 Residential

6.0 Development Options (Plan 03)

6.1 This unique site with its regionally significance scale and location advantages is ideal for high quality 'Employment Use'. It also satisfies the accessibility and regeneration criteria outlined in the 'M60 Gateway' policy. Development on this site should aim to satisfy various criteria as follows:

- To remove and significantly enhance derelict or dilapidated buildings, or land which has been previously used and now detracts seriously from the environment and amenity of the surrounding area.
- Be sustainable and accessible being located close to highway by setting a public bus/ coach service from this site.
- Relate well to the existing surrounding development and routes through and around it and resolve any conflicts in a creative manner
- Safeguard the existing landscape features, especially mature trees along the northern boundary and add to the landscape quality of wooded area to the north.
- Create an innovative and sensitive development appropriate for this important central site, which acts as a 'landmark' for Stockport, adds to the vitality of the M60 Gateway and improves the urban scene with quality hard and soft landscape features and street furniture appropriate for this sensitive site.

6.2 Employment Uses

The site is suitable for B1/B2 and B8 uses. In addition, there is scope to have a mixed-use development on this prime site in Stockport to serve the needs of the area's economic regeneration and the local community. Business uses should comply with the UDP Policies and other guide lines as described in the attached Appendix A: Development of employment uses at this location should have particular requirements of Policy TCG4.1 of the Revised UDP – second modification state.

6.3 Design of New Development

The design and layout of new development should be informed by the provisions of Adopted UDP Policy UN 1.2: Design of New Development and Revised UDP Policy DCD1.1: Design Principles. It should be noted that Revised UDP Policy DCD1.2: Design Appraisals sets a requirement for a Design Appraisal Statement to accompany any major planning application. The Appraisal should provide the Design Analysis and explain the Design Approach adopted and its impact on the surroundings.

The design of new development should pay regard to its Gateway setting and surroundings, Adopted UDP Policy UN 1.2 : Design of New Development and Revised UDP Policy DCD1.1: Design Principles Reference is made to the Stockport UDP Policy UN 5.3, which should be used as a guide to shape the new development in terms of its scale, massing and height.

This site is in a highly visible position with in a major Gateway location. Hence, new development must be innovative in design, act as a landmark and add to the vitality of the Gateway. The site has two main frontages: in terms of visibility the M60 and for access Tiviot Way. Adjacent to the Portwood Roundabout the site curves around the corner linking the two main frontages. To maximise the visibility potential of the site, development should make the most of this unique location. The western boundary of the site is visible from the adjacent Tiviot Dale Country Park in the Tame Valley Green Belt. Therefore the appearance of development on this site and its relationship to Green Belt need to be sympathetic and well considered.

Night-Time Illumination of a landmark building is essential ensure that it remains a feature of the Town's landscape at night as well as during the day. The lighting scheme needs to be carefully designed to make the most of this unique location without causing any undue distraction to vehicles drivers, nor causing unreasonable light pollution to surrounding area.

6.3 Materials

New development should ensure external materials are of good quality, hard wearing and visually sympathetic in terms of colour and texture to the character of the surroundings. Being a landmark development in a prime location of the 'M60 Gateway', the Council is keen to see an imaginative and innovative design constructed of contemporary materials to raise the profile of the area. The choice of materials must be discussed and agreed prior to commencement of any building with the Council's Planning Department. The Council supports sustainable design and construction.

6.4 Access

Access will be gained from Portwood Roundabout at an identified point, which will need to be discussed further for improvements with the Highways Development Control Section.

Development should address the needs of motorists along with other road and public transport users by promoting more sustainable transport choices. Public transport, cycling and walking should be convenient with the aim being to reduce the need to travel by car. This would help to reduce congestion, pollution and promote walking and cycling as recommended in PPG 13. Connectivity of the site to the town centre in this regard is particularly important. The developer will be required to make contribution towards upgrading facilities.

Policy TD1 on Transport & Development requires the Council to control development so as to minimise the environmental impact of traffic and the resulting congestion. The developer is expected to mitigate such impacts by ensuring that the traffic generated is routed away from the most environmentally sensitive parts of the Borough and from unsuitable roads, and by encouraging trips to be made by

the most sustainable non-car modes of transport.

6.6 Parking

Car and cycle parking should be provided in accordance with the Council's current standards as explained in attached appendix 'A' for Office & Light Industry, General Industrial and Non-Food Warehousing and any other complementary uses.

6.7 Landscaping:

Apart from retaining and protecting mature existing trees along the northern boundary, a comprehensive scheme showing landscape features shall be designed as an integral part of any development and should be submitted and approved by Stockport MBC. The proposed landscaping of the site should make the most of its setting being located next to Tiviot Dale Park.

6.8 Security

The layout should take into account security and crime prevention measures and advice is available from Greater Manchester Police Architectural Liaison Officer. Early consultations will be useful to ensure that appropriate measures are included in the proposals from the outset. The 'Secure By Design' and 'Safer Places' principles should be referred to in designing any scheme. In particular, areas of public access should be designed to allow natural surveillance through good visibility and effective lighting.

6.9 Aviation Policies

This site lies within Manchester Airport Impact Zone and is subject to Telecommunications Policy EP1.12 and Aerodrome Safeguarding Policy EP1.9 with building height being restricted to less than 45 m. Where the site is affected by Aircraft Noise Contours, noise attenuation measures are required to comply with the Council's requirements and the guidance contained in PPG 24- Planning and Noise.

6.10 Noise

Being located adjacent to the M60, it is envisaged that some noise attenuation measures will be required to achieve a satisfactory working environment.

7.0 GENERAL DEVELOPMENT REQUIREMENTS

7.1 Stockport Unitary Development Plan

Any development will be required to accord with the relevant policies contained in the Stockport U.D.P. (Adopted Plan) February 1998, in particular:

The principal policies of relevance to this site are contained in the Countryside and Open Land, Economy, Transportation and Environmental chapters.

UE3.1	Protection of Employment Areas
UN1.1	Access for People with Access Difficulties
UN1.2	Design of New Development
UN1.3	Landscaping of New Development
UN1.5	Advertisements
UN1.8	Safety and security in developments

UN2.3	Development and the Natural Environment
UN8.2	Treatment of Derelict and Vacant Land
UN8.3	Control of Pollution
UN8.8	Aircraft Noise
UN9.1	Energy Efficient Development
UT1.1	Access to Highway Network
UT1.3	Impact of Development on Traffic Flow and Safety
UT2.2	Bus Service and New Development
UT4	Parking Provision
UT4.1	Parking Provision in New Development
UT5	Cyclists and Pedestrians
UT5.1	Facilities for Cyclists
UT5.2	Parking for People with Disabilities
UT6	Transport and New development
UL1.3	Recreation and Amenity Space in New Development

Supplementary Planning Guidance:
Recreational Open Space and Commuted Payments

Development shall be designed to the highest standard to the satisfaction of the Local Authority Development Control Officers and shall be constructed in accordance with the current Building Regulations to the satisfaction of the Local Authority Building Inspectors.

7.2 Stockport Unitary Development Plan Review (First Review Revised Deposit May 2003)

The adopted UDP is currently being reviewed, in accordance with Government guidance, and consequently reference should be made to the policies contained therein. Currently the UDP review is at the Second Modification Stage. Potential developers should ensure that they have access to the most recent version of relevant policies.

DCD1.1	Design Principles
DCD1.2	Design Appraisals
DCD1.3	Access for People with Access Difficulties
DCD1.4	Landscaping of New Development
DCD1.6	Public Health, Safety and Security in Developments
DCD1.7	Advertisements
DCD1.8	Energy Efficient Design
E1.2	Development of sites for Offices and Business Premises
E2.1	Location of New Industrial Development
E.2.2	Location of New Business Premises and Offices
E2.3	Design of New Business and Industrial Development
E 3.1	Protection of Employment Areas
LCR1.1	Landscape Character Areas
LCR1.7	Improvements to the Built Environment in the River Valleys
NE2.1	Tree and Woodland Protection
NE2.3	Tree and Woodland Planting
EP1.3	Control of Pollution
EP1.4	Light Pollution

EP1.2	Treatment of Derelict and Vacant Land
EP1.5	Development on or near Contaminated Sites
EP1.10	Aircraft Noise
ST2.4	Walking
ST2.5	Cycling
TD1.1	Achieving Accessible Development
TD1.4	Parking in Developments
TD1.6	Accessibility and the Design of Development

Supplementary Planning Documents
 Adopted Car Parking Standards by SMBC

Any planning application will be required to be accompanied by a Comprehensive Design Appraisal Statement, as it is located on a prime 'M60 Gateway'. The Council will expect development to be designed to be high quality and shall be constructed in accordance with the current Building Regulation to the satisfaction of the Local Authority Building Officers.

8.0 CONTACTS

8.1 Stockport Metropolitan Borough Council

Regeneration Section

Steve Burns	Head of Regeneration Section	0161 474 2648
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Development Control

Jim Seymour	Planning Officer	0161 474 3556
Nick Whelan	Principal Development Control Engineer	0161 474 4907
Pippa Brown	Design Officer	0161 474 3531

Planning Policy

Dave Bryant	Planning Manager	0161 474 3526
Steven Johnson	Policy Officer	0161 474 3509
Bruce Child	Policy Officer (Open Space)	0161 474 3564

Town Centres / M60 Gateway Team

Sandy Penfold	Assistant Director	0161 474 2649
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8.2 Services

Main services are available in the existing highways. Detailed information of all services is available from the appropriate statutory body.

United Utilities
 Map Services Direct
 Stevens Way
 Goose Green
 Wigan
 WN3 6PJ

Tel No. 0161 257 4321

Norweb Electricity
P.O.Box 14
410 Birchwood Boulevard
Birchwood
Warrington WA3 7GA
Tel No 0870 7510101

Trans Co (North West District)
Spa Road
Bolton L1 4SR
Tel No. 01204 545000

British Telecom Plc
91 London Road
Manchester M60 1HG
Tel No. 0800 309409

British Telecom Plc
Post Point 51 D
5th Floor, Lancaster House
Old Hall Street
Liverpool L3 9PY
Tel No. 0151 229 450

Ntl
Plant Enquires
Timpson Road, Baguley
Manchester M23 9WX
Tel No. 0161 283 5217

8.3 Information

Highways Agency (NW)
Sunley Towers
Piccadilly Plaza
Manchester M1 4BD
Tel No. 0161 952 4514
Fax No. 0161 228 0025

DTI (Energy Saving & Renewable Energy)
Energy Industries & Technologies Unit
Department of Trade & Industry
1 Victoria Street,
London SW1H 0ET
Contacts: Kathryn Newell
Berlina Uruci
Paul Egerton
Tel No: 0207 215 2652
Berlina.Uruci@dti.gsi.gov.uk
Paul.Egerton@dti.gsi.gov.uk

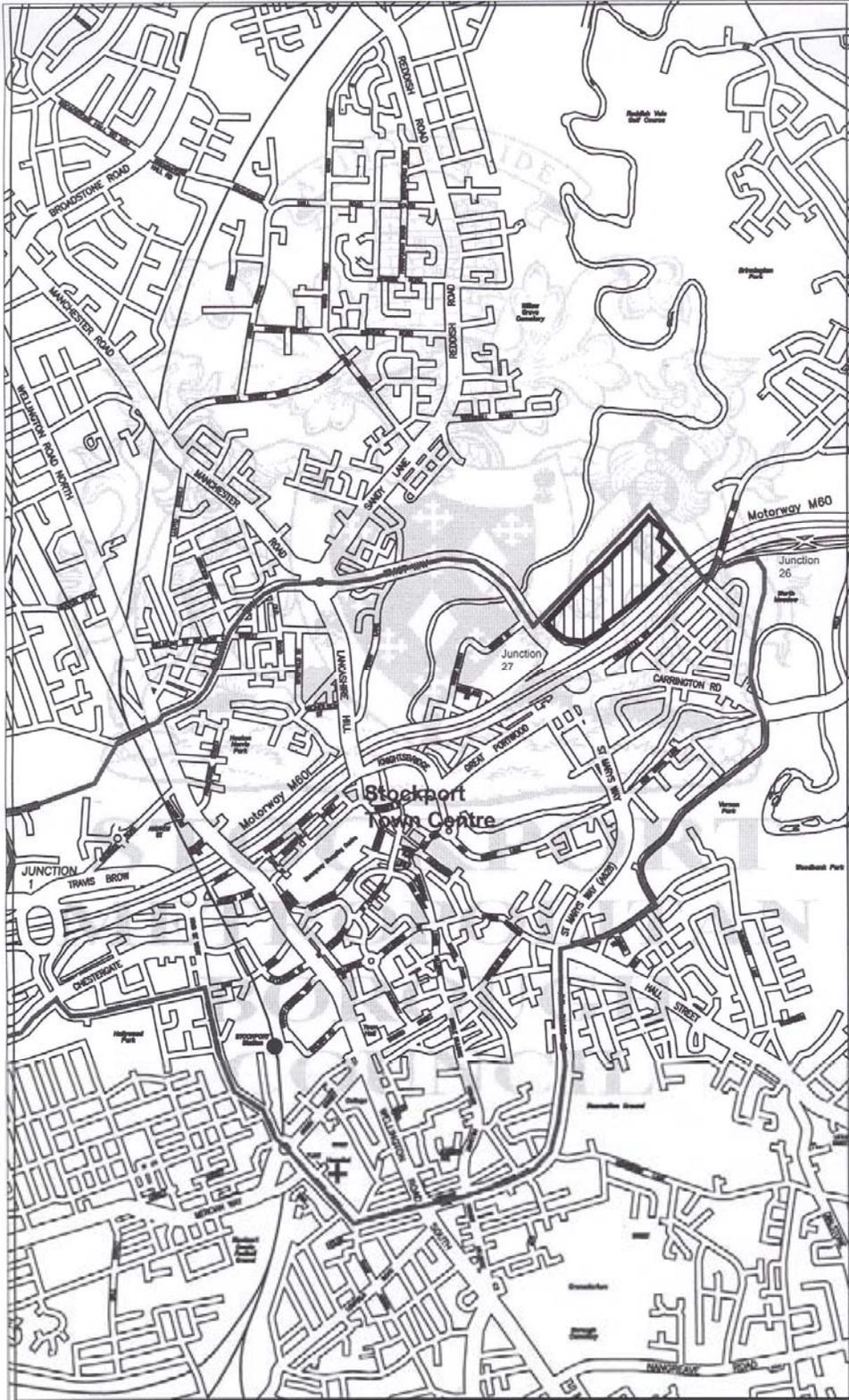
Greater Manchester Police – Architectural Liaison Officer
Chester House
Boyer Street
Manchester
M16 0RE
Tel No 0161 865 2258

Commission for Architecture and the Built Environment
The Tower Building
11 York Road
London SE1 7NX
Tel No 020 7960 2400

9.0 Attachments

- 1. Site Location Plan 1
- 2. Site Context Plan 2
- 3. Site Plan Plan 3
- 4. Appendices:
 - A - Business Uses – B1
 - B - General Industrial B2 & B8 Storage / Distribution
 - C- Leisure

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Notes

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



Site Boundary



M60 Gateway Boundary

Project based assessment note

STOCKPORT
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Client
Project
Former Thomas Storey
Portwood
Planning Brief

Title
Site Location

Scale: N.T.S.
Date: Drawn: Authorised:

Drawing/Revision Number
Plan 1

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Site Boundary

or date latest amendment note

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 Director
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Committee

Project
 Former Thomas Storey
 Portwood
 Planning Brief

Title
 Site Context

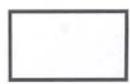
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 Date Drawn Authorised

Drawing/Amendment Number
 Plan 2 A49

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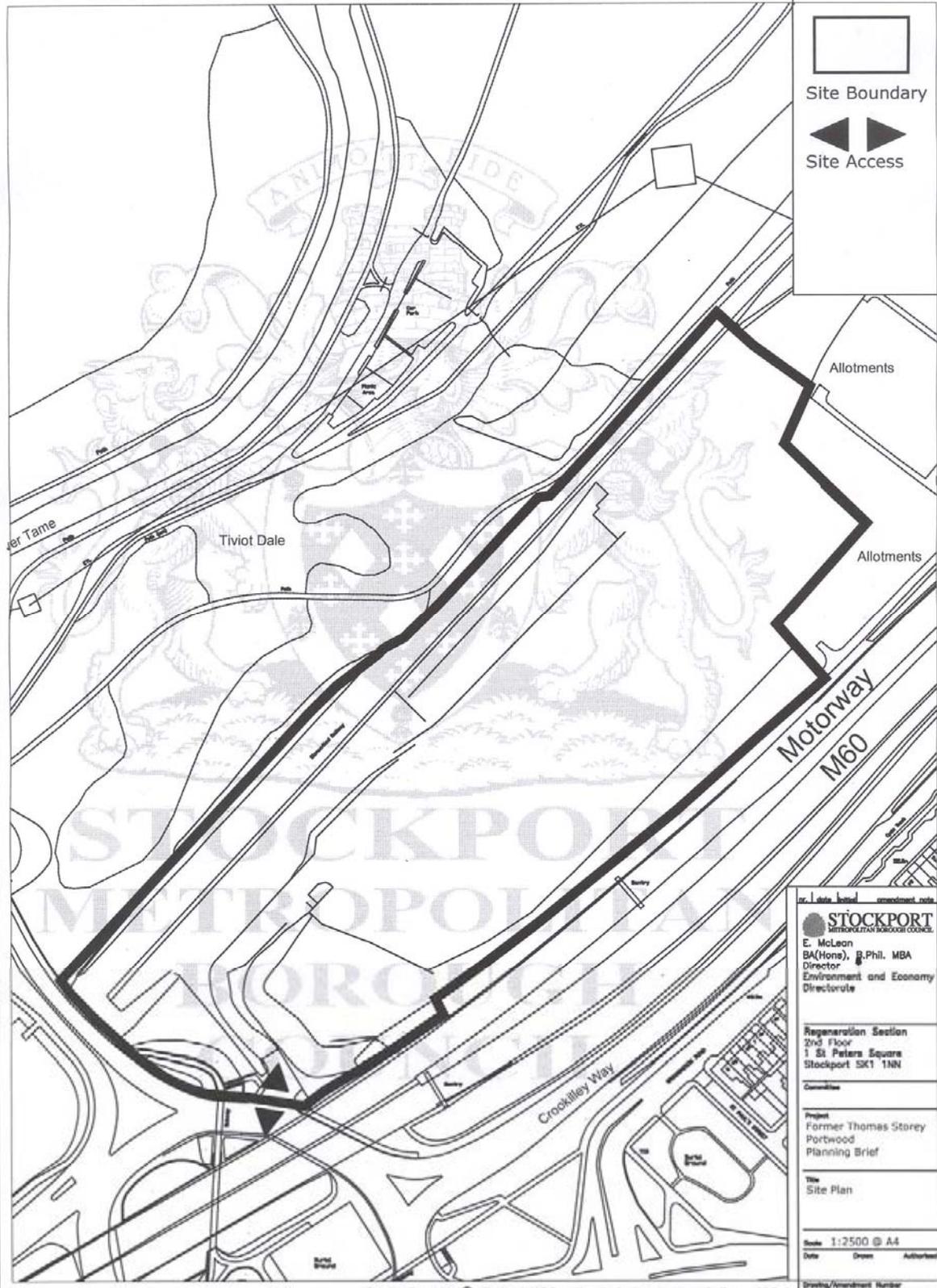
Notes
 1 No dimensions are to be scaled from this drawing
 2 The contractor shall verify all dimensions on the site



Site Boundary



Site Access



E. McLean BA(Hons), B.Phil. MBA Director Environment and Economy Directorate		
Regeneration Section 2nd Floor 1 St Peter's Square Stockport SK1 1NN		
Commission Project Former Thomas Storey Portwood Planning Brief		
Title Site Plan		
Scale: 1:2500 @ A4 Date: _____ Drawn: _____ Authorised: _____		
Drawing/Amendment Number Plan 3		

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A4V

B1, B2 & B8 Use Class Order

1.0 Use Class B1: Business

B1 is a business class use which groups together many office and light industrial uses which are broadly similar in their environmental impact and are classed into a single class.

Provided that the limitation specified in the Use Class is satisfied, this class will also include other laboratories and studios and ‘high tech’ use spanning office, light industrial and research and development : (e.g. the manufacture of computer hardware and software, computer research and development, provision of consultancy services, and after-sale services, as well as micro-engineering, bio-technology and pharmaceutical research, development and manufacture), in either offices or light industrial premises, which ever is more suitable.

The amended Order maintains the approach of considering whether a use is capable of being carried on within a residential area. All aspects of the use are considered against the criteria: noise, vibrations, smell, fumes, smoke, soot, ash, dust or grit.

- 1.1 Car Parking :** Stand alone offices - max. 1 per 30 sq m.
 Business Parks - max. 1 per 40 sq m

Disabled Persons Car Parking: - <350 sq m 1 space
 - < 350-700 sq m 2 spaces
 - 700 -1050 sq m 3 spaces
 - <1050 sq m 4 spaces + 4%of car park capacity over 40 spaces

Cycle Parking Provision : 1 per 400 sq m- minimum of 2 spaces.

Motor Cycle Parking: < 500 sq m no requirement
 1 per 500-1400 sq m minimum 1 space
 > 1400 sq m @ 1/1400 sq m

All floor areas to be measured Gross Floor Area (GFA) unless otherwise stated. Public Floor Area (PFA) excludes toilet areas.

Minimum parking bay size 2.4m x 4.8m (end access, ideally 2.5m x 5m), 2 x 6m (kerb side), maximum bay size 3.0m x 6.0m.

Minimum disabled parking bay size to comply with Department for Transport guide ‘ Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure’ 2002, or in line with the most recent Department for Transport guidance. Where disabled provision is reduced because nearby on street or public car park provision is available, “nearby” is taken to mean within 50m of the entrance to the premises.

2.0 B2: General Industrial & B8 Storage /Distribution

2.1 The B2: Industry use class category remains unchanged and covers a wide variety of Industrial uses.

2.2 Parking Provision:

Adequate car parking shall be provided to the standards contained in the current car parking standards, which require 1 space for every 30 sq. metres gross floor space. The car park needs to be well lit and secure for its users.

Car parking for general industry: max. 1 per 45 sq m.

Disable Persons car parking:

- Less than 600 sq m 1 space
- 600 -1200 sq m 2 spaces
- 1200- 2400 sq m 3 spaces
- More than 2400 sq m 3 spaces + 4%of car park capacity over 40 spaces

Cycle Parking Provision: - min. standard 1 per 700 sq m
with a minimum of 2 spaces

Motor Cycle Parking Provision : - Less than 900 sq m no requirement
- More than 900 sq m 1 space
Above 3500 sq m min 2 spaces

All floor areas to be measured Gross Floor Area (GFA) unless otherwise stated. Where (plus x% of car park capacity over yy spaces) is referred to the figure yy spaces excludes disabled provision.

Public Floor Area (PFA) excludes toilet areas.

Minimum parking bay size 2.4m x 4.8m (end access, ideally 2.5m x 5m), 2 x 6m (kerb side), maximum bay size 3.0m x 6.0m.

Minimum disabled parking bay size to comply with Department for Transport guide 'Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' 2002, or in line with the most recent Department for Transport guidance. Where disabled provision is reduced because nearby on street or public car park provision is available, "nearby" is taken to mean within 50m of the entrance to the premises.

Sufficient manoeuvring, standing and unloading space is required within the site for the maximum number of service vehicles likely to serve the development at any time.

3.0 D2 –Assembly & Leisure

(Cinema, bingo hall/casino, concert hall, indoor sports and recreation)

3.1 Design

Commercial Leisure and Indoor Sports development should comply with the appropriate UDP policies, especially CDH1.2 Non –residential development in predominantly residential areas and take into account the guidance contained for provision of such facilities can be accommodated without detriment to the residential amenity of adjacent residential area.

Specific reference is made to Policy UN 5.1 – Special Control of Development in Conservation Areas and any development in such areas should achieve high quality of design advocated in the document ‘Building in Context – new development in Conservation areas’.

3.2 Parking Provision

Indoor Sports Recreation :

Minimum standard Parking Provision	- 1 space per 25 sq m
Minimum standard parking for disabled	- 4 bays for over 200 spaces + 4% of total capacity
Minimum standard for cycle parking	- 1 cycle space per 250 sq m Minimum of 4 spaces
Minimum standard for motorcycles	- 1 per 1000 sq m Minimum of 2 spaces

Sufficient manoeuvring, standing and unloading space is required within the site for the maximum number of service vehicles likely to serve the development at any time.

3.3 Materials

Any new development should ensure the external materials are of good quality, hard wearing and visually sympathetic in terms of colour and texture to the character of the existing buildings. The choice of materials must be agreed prior to commencement of any building with the Council’s Planning Department.

3.4 Landscaping

Apart from retaining and protecting mature existing trees within the boundary, a suitable scheme showing both hard and soft landscape features appropriate to the development should be submitted and approved by Stockport MBC.