

STOCKPORT METROPOLITAN BOROUGH COUNCIL – EMPLOYMENT LAND REVIEW



Final Report

September 2022

Contents

Executive Summary.....

1. Introduction

2. Study Area Context.....

3. Planning and Economic Policy

4. Commercial Land Market.....

5. Supply

6. Future Requirements.....

7. Conclusions.....

8. Recommendations

Appendix I – Qualitative Employment Area Assessment Plan.....

Appendix II - Qualitative Employment Area Assessments.....

Executive Summary

CBRE have prepared this Employment Land Review (ELR) on behalf of Stockport Metropolitan Borough Council (SMBC) to inform the preparation of its new Local Plan (2022-2039). This has been developed in accordance with the latest guidance and policy from the Government and in full recognition of market circumstances and economic conditions as the nation recovers from the COVID pandemic.

Local Planning Authorities are required to produce robust studies to assess their employment position to understand the makeup of employment land and its provision in their authority area, the needs and challenges faced by its existing business community, and to plan appropriately for the provision of employment land over the plan period. For the avoidance of doubt this ELR has focused on identifying what the future requirements (demand) could be for industrial and office floorspace. It also considers policy interventions relating to employment land to help bring sites forward for employment use or support particular kinds of employment development, as part of economic development and regeneration programmes.

The ELR has reviewed the existing portfolio of employment areas in Stockport focusing on allocations and sites/premises under construction for Class E offices (formerly B1), B2 & 8 uses and will inform plan/policy making. It identifies existing employment sites that are no longer suitable for future employment uses and could therefore be considered for alternative uses and advises on the quantum of employment land forecast to be required over the plan period. It provides the following recommendations:

Employment Land Requirement – Offices

18 hectares of E class office space is to be provided over the plan period and that this is accommodated in the town centre with the focus being in the regeneration zone of the Mayoral Development Corporation and the existing employment area.

Employment Land Requirement – Industrial/Logistics

29 hectares of B2/8 space is to be provided over the plan period and that this is delivered via sites identified and allocated through the Local Plan and new sites. It is recognised that SMBC have insufficient allocated land to accommodate this and that additional land will need to be identified in the borough.

Government policy is very clear about the need to identify strategic land in appropriate locations. Regional and national logistics operators require a very specific set of locational circumstances in order to be successful. The key location requirements of regional and national logistics operators include:

- A nationally strategic location, regional and national distribution requires a strategic location in a national context which is within 4-5 hours' drive of key population centres, accessible to key deep-sea ports, sea freight, and key freight hubs and directly connected to the national strategic road network.
- A locally strategic location with direct access to the Strategic Road Network, ideally land

directly adjacent to motorway junctions and a ready access to a local pool of labour.

- Suitable site/physical characteristics to accommodate the scale and type of development to meet occupier needs including a site of sufficient size and scale to deliver large scale modern logistics to Grade A standard of a size and scale that can deliver buildings in excess of 250,000sqft in size and up to 1,000,000sqft in a single building.
- Sites that are deliverable and viable.
- Ready and immediate access to the strategic highways network with capacity to handle the development on local roads/junctions. Prime sites will be located adjacent to motorway junctions.

Neither existing employment land sites and premises nor the redevelopment of these should be considered as a source of land to meet this shortfall. Many of these sites are not located in areas that would be attractive to the modern occupier, nor do they provide fit for purpose stock.

SMBC should look at other locations within their borough which meet occupier needs. It is therefore likely that green belt release will need to be considered to fulfil this requirement as this requirement cannot be met in the urban area. Not all of this will be required on large sites as there will be some more localised demand on smaller sites.

Existing Employment Areas

A review of key employment sites and their layout should be undertaken to understand how the increase of non-traditional employment uses within their boundaries is impacting upon them. A suitable variety of employment areas should be provided to cater for the needs of both traditional and non-traditional employment generating uses. It is therefore considered that some degree of policy flexibility to enable non-traditional uses in employment areas is appropriate.

It is recommended that the assessment of the balance between the positive and negative impacts of specific proposals should also be used to resist against further non-traditional employment uses on a site-by-site basis, where the harm to the employment cluster would clearly outweigh the immediate benefits of increased diversity and immediate non-traditional employment generation.

Improving Stock

It is recommended that a programme of rationalisation is undertaken. This should include identifying key 'good' and high-performing 'moderate' sites in good locations to maximise their attractiveness through improvements to access, infrastructure, amenity and stock. The Local Plan will protect employment areas for employment generating uses given likely interest from non-employment uses such as residential.

Opportunities could be sought to re-provide poorly located stock within better performing employment areas. This could enable the release of some poor quality sites in unsuitable employment locations for alternative uses.

This rationalisation program may need to be supplemented by the release of greenfield sites in strategic locations if green belt and other related transport considerations can be overcome. Subject to the sites put forward being appropriate, it is considered that this could have a positive impact on economic activity in the Borough and should be considered within emerging growth

policies.

Mill Buildings

It is clear that the stock is slowly becoming less and less suitable for employment use and some are increasingly being considered for residential refurbishment/conversion. Due to the condition, format and layout of many mill buildings it is considered that much of the space within these buildings is simply unsuitable for employment uses. This level of vacancy is unsustainable given current pressures on land within the Borough and it is recommended that the Council update their Mill Study to identify which premises could be redeveloped for alternative uses including residential.

This sector is characterised by widespread market failure and as a result would benefit from public sector intervention. It is recommended that SMBC give consideration to specific measures and as a starting point we recommend:

- Preparation of bespoke business plans for certain key assets, which would set-out the most appropriate route to delivery of improvements for the properties, assessing whether demolition or upgrade is most appropriate, what the mix of uses could be and a route to delivery, based on engagement with the landowners.
- Direct public involvement in the redevelopment or upgrade of buildings. This might be achieved by purchase and self-delivery, however careful consideration would be required in order to assess the cost/benefits of such an approach.

The current policy context provides considerable support for the redevelopment/repurposing of mill buildings. There is clear scope to use resources from bodies such as Historic England and Homes England in projects where their involvement would be of benefit and we recommend that SMBC engage with these parties to explore opportunities to mutual benefit.

Finally it is recommended that SMBC could take on the role as a facilitator of the improvement of stock, linking landowners with supportive public organisations and providing an adequate regulatory framework to unlock projects on a site-by-site basis.

1. Introduction

- 1.1 CBRE have been appointed by Stockport Metropolitan Borough Council (SMBC) to prepare this Employment Land Review (ELR) as part of its evidence base to inform the preparation of its new Local Plan (2022-2039). This has been developed in accordance with the latest guidance and policy from the Government and in full recognition of market circumstances and economic conditions as the nation recovers from the COVID pandemic.
- 1.2 Local Planning Authorities are required to produce robust studies to assess their employment position to understand the makeup of employment land and provision in their authority area, the needs and challenges faced by its existing business community, and to plan appropriately for the provision of employment land over the plan period. For the avoidance of doubt this employment land review has focused on identifying what the future requirements (demand) could be for industrial and office floorspace.
- 1.3 As well as land-use planning, ELRs should help inform policy interventions relating to employment land, for example to help bring sites forward for employment use or support particular kinds of employment development, as part of economic development and regeneration programmes.
- 1.4 The previous 2018 ELR undertook a comprehensive assessment of the existing portfolio of employment areas in Stockport focused on allocations and sites/premises under construction for Class E offices (formerly B1), B2 & 8 uses. This has been reviewed and updated (Section 5) and will inform plan/policy making. In summary there has been marginal change since 2018 in the existing employment land supply much of which is in active Class E offices/B2/8 use and is safeguarded for continuing employment use. A few sites have been redeveloped for alternative uses.
- 1.5 An ELR should also identify existing employment sites that are no longer suitable for future employment uses and could therefore be considered for alternative uses (Section 5). For the avoidance of doubt it is not the role of an ELR to provide opinion on the suitability of specific alternative uses for sites.
- 1.6 The identification of a robust and defensible portfolio of both strategic and locally important employment sites is a key part of plan/policy making. SMBC will consider what additional land needs to be allocated in light of the expected demand highlighted in this report (Section 6).
- 1.7 Stockport Metropolitan Borough Council has prepared this Employment Land Review to help in the development of robust and informed land use, planning and economic policies.
- 1.8 For the avoidance of doubt SMBC are preparing their own Local Plan having withdrawn from their involvement in the Greater Manchester Spatial Framework (GMSF) in December 2020. Whilst Greater Manchester remains the economic geography, politically the Local Authority have the autonomy for plan making. The GMSF (now called Places for Everyone) is being progressed by the nine remaining Greater Manchester authorities and the Greater Manchester Combined Authority.

Study Objectives

- 1.9 The overall purpose of this Employment Land Review is to assess current and future demand for employment land and to consider whether existing supply and allocated sites

are sufficient to meet projected demand and forecast requirements.

1.10 Local Planning Authorities are required to produce robust studies to assess their employment position to understand the makeup of employment land and provision in their authority area, the needs and challenges faced by its existing business community, and to plan for prospective employers in the context of local circumstances and market conditions. As such, the Employment Land Review will seek to achieve the following key objectives:

- Establish a functional market area;
- Understand the quantity and quality of existing employment provision;
- Audit the supply of land identified for employment use to understand the prospects of development;
- Assess how much land will be required for employment development over the plan period based on market conditions, forecast and modelling data, and growth scenarios; and
- Make recommendations with respect to:
 - Whether existing or committed employment sites should be retained for employment use or be released for other uses.
 - The extent of land that should be identified for employment use.
 - The formation of planning policy in response to local market circumstances.

1.11 Pursuant to this, the study seeks to:

- Audit the supply of land already identified for employment;
- Assess how much land will be required for employment during the plan period, based on market conditions and policy objectives;
- Compare this requirement with supply both quantitatively and qualitatively;
- Make recommendations about:
 - Any existing employment sites that should be retained;
 - Any further land that should be identified for employment; and
 - Any existing or committed employment sites that should be released for other uses.

Report Structure

1.12 This report is structured as follows:

- **Section 2 – Study Area Context:** Provides an overview of the Borough, in socio-economic terms.
- **Section 3 – Planning and Economic Policy:** Considers the National and Local Planning Policy that is relevant to the study.
- **Section 4 – Commercial Land Market:** Local Land and Property Markets Reviews the current property market conditions within Stockport.
- **Section 5 – Supply:** Provides a quantitative and qualitative review of existing employment land within the Borough.
- **Section 6 – Future Requirements:** Assesses the projected employment land needs for

the Borough up to 2039.

- **Section 7 - Conclusions:** Details the findings of the assessments undertaken considering the implications in terms of land use and planning policy.
- **Section 8 - Recommendations:** Identifies the key recommendations.

2. Study Area Context

Introduction

- 2.1 The functional economic area relevant to Stockport is considered to be Greater Manchester. On this basis contextual analysis and the market assessment relate to Greater Manchester, where appropriate. This is only representative of its economic geography as SMBC have sole responsibility for plan making and are not dependent on the Greater Manchester Spatial Framework (GMSF), now referred to as Places for Everyone, having withdrawn from this in December 2020.
- 2.2 This section considers the Borough within the context of Greater Manchester and provides an overview of the Borough, in terms of social and economic matters.

Stockport Borough

- 2.3 Stockport stretches from the borders of the Peak District National Park and the Pennine foothills to the Manchester City boundary, and borders the Cheshire plain covering an area of 126,000 square km. The Borough lies in the south eastern part of the Greater Manchester conurbation and has the third largest population of the sub-region.
- 2.4 Over 46% of the Borough is designated as Green Belt mainly located (though not limited) to the east of the Borough. The main urban centre, Stockport Town Centre is located in the west and other urban centres are spread throughout the Borough.
- 2.5 Stockport has a mix of both urban and semi-rural environments. Open countryside on the eastern and southern parts of the Borough and river valleys extending to the heart of the urban area provide valuable ‘green lungs’ and opportunities for informal recreation, walking and cycling.

Population

- 2.6 Recent forecast figures indicate that Borough population levels have risen slightly, from 283,900 in 2012 to 294,000 in 2020. Stockport’s population has grown at a significantly slower rate than both the England and Greater Manchester averages. Over the last decade, Stockport’s population has increased by 11,600 residents (4%) which is lower than England (+7%) and Greater Manchester (+7%). Of all the comparator areas, only Bury (+3%) has had a slower growth rate.
- 2.7 Growing Stockport’s population will therefore be an important component for addressing Stockport’s ageing population challenge. This will be supported through the range of housing developments coming forward through Town Centre West which will deliver a mix of housing at different price points and tenures. As outlined in the Local Plan, the borough needs to understand how it can facilitate the delivery of a projected local housing need of 18,581 homes from 2021 to 2038.
- 2.8 Of this population, just under 61% are aged between 16 and 64 (comprising the working age population), a decrease of 1 percentage point from the 2015 figures.
- 2.9 To address the demographic disparities across Stockport, the Economic Plan and Local Plan may want to consider the distribution of future development to ensure balanced, productive communities are created.

- 2.10 This is forecast to continue with the number of residents aged 60+ due to increase by 13% by 2030. This will affect the function and role of Stockport town centre and the borough's district and local centres.
- 2.11 Overall Higher Education (HE) participation masks significant variances in aspiration and participation. HE participation in Stockport's suburbs is significantly higher than in the north of the borough.
- 2.12 Stockport's young people are less likely to continue to sustained education at higher level. A higher proportion of young people enter employment in Stockport (5%) than is seen at the national level (3%) following completion of KS4.
- 2.13 Around 103,000 people commute into Stockport for work and 114,000 people commute out of the borough, meaning that Stockport has a net outflow of 11,000 people. Stockport has a job density of 0.89 meaning that there is enough jobs within the local authority to provide work for 89% of the working age residents.

Transport

- 2.14 Stockport town centre is well served by public transport with good radial routes to most locations within the Borough and regionally but public transport for some areas of the borough is limited particularly for orbital movements.
- 2.15 As set out in the current Greater Manchester Transport Strategy 2040 and supporting Stockport Delivery Plan, significant investment in transport infrastructure is required across all modes.
- 2.16 Stockport has 4 key transport projects all of which will increase the accessibility to employment in the Borough:
- **Stockport Interchange** - Major regeneration to turn Stockport bus station into a modern transport interchange. This will include a new park, 20 bus stands, cycle facilities and a fully accessible, and a covered passenger concourse in the interchange with seated waiting areas. The current interchange provision between the train and bus stations is poor. This £42M transport interchange is already being delivered in the town centre in partnership with Transport for Greater Manchester on the site of the existing Stockport Bus Station, and a prospectus has been developed for the longer term regeneration of the rail station area. The rail station has some access issues in terms of its location uphill from the bus station and main shopping areas. This will be addressed by the provision of a step-free pedestrian and cycle bridge link as part of the transport interchange proposals. Stockport train station has frequent services into Manchester and provides good rail interchange opportunities with national and regional connections, so that the rail network provides interchange opportunities for intercity, cross country and most local networks. However, the station lacks a direct rail link (or alternative off-road public transport link) to many parts of the Borough (e.g. Marple, Cheadle etc.).
 - **Cheadle train station** - £9m Towns Fund project to bring a train station back to Cheadle for the first time since the 1960s. It will join Cheadle to the wider public transport network, transforming accessibility to Stockport Town Centre and beyond. The bid also included comprehensive active travel proposals which include a network of new cycleways to link together residential, employment and transport destinations. Promoting health and reducing local congestion.

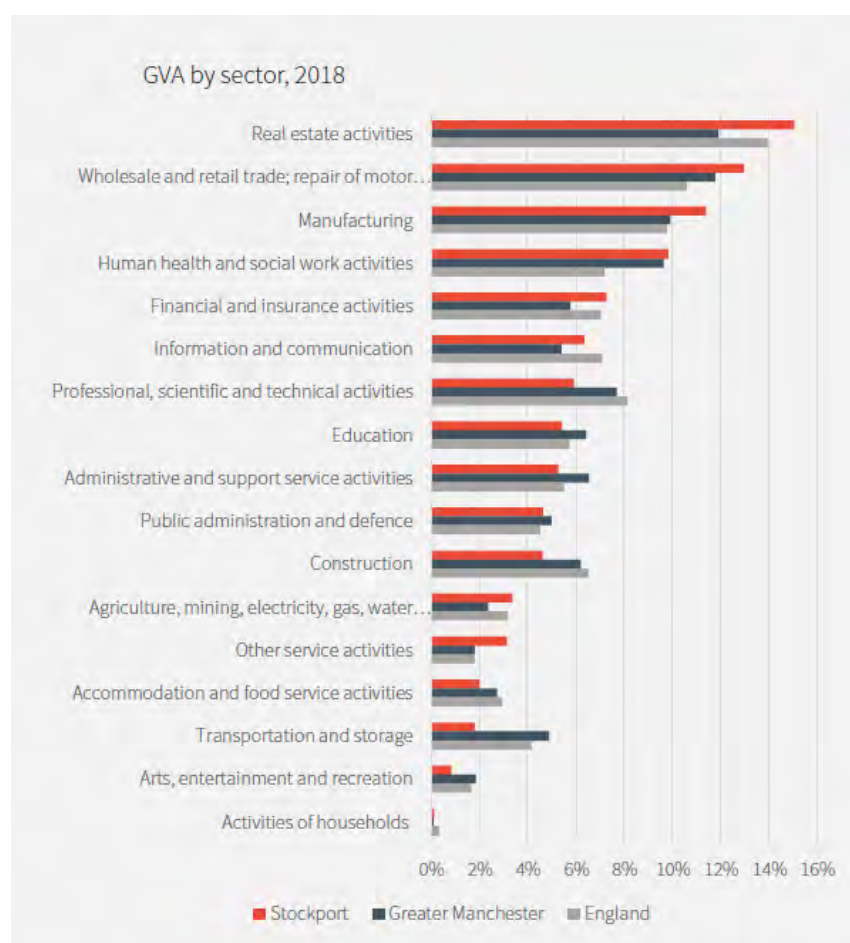
- **A34 Corridor** – Progressed to outline business case stage for a package of cycling and walking and highways improvements along the A34 corridor. It is a key route connecting Stockport, Manchester and Cheshire East, and includes a mix of local and longer distance traffic. The route is identified as one of the most congested in the borough
- **A6 Corridor** - The A6 is one of the most congested corridors in the borough and a popular public transport, walking and cycling route. Multiple local authorities including Cheshire East Council, Derbyshire County Council and High Peak Borough Council are in the early stages of a project to deliver an end to end A6 corridor study and action plan.

Economy

- 2.17 Stockport has areas which fall within the 2% most deprived in England, although it still ranks as a reasonably affluent Borough nationally, ranking 154 out of 317 in the Indices of Multiple Deprivation (2019) (where a score of 1 denotes the highest level of deprivation). Relative deprivation has decreased over the past few years, as Stockport's average IDM ranking increased to 15,400.65 in 2019 from 14,365.24 in 2015, with the maximum being 32,844.
- 2.18 Stockport is home to a micro-business dominated, but slow-growing business base. Almost three quarters (74%) of Stockport's businesses employ less than 4 people, however there is little evidence of the business dynamism often seen in small business ecosystems – where there is often high business churn. Since 2010, business growth in Stockport was only 21% compared to 33% in England.
- 2.19 Despite this, employment growth has been strong, indicating the importance of key anchor employers. Between 2014 and 2019, the number of jobs in Stockport increased by 13% compared to 11% in Greater Manchester and 5% in England. This - coupled with slow business growth - suggests that employment is concentrated amongst several large employers that are integral to Stockport's prosperity.
- 2.20 26% of Stockport's neighbourhoods are within the most deprived 30% of neighbourhoods nationally. Areas of Stockport Town Centre, Brinnington, and Reddish contain some of the most deprived neighbourhoods nationally which affects opportunities and prosperity in those places.
- 2.21 Since 2015, Stockport's employment base has grown by 13% - which is faster than the national and Greater Manchester averages.
- 2.22 Sluggish economic growth which is forecast to continue without proactive intervention. Stockport's economy grew by 92% between 1998 and 2018, which was below both the national (+115%) and Greater Manchester (+116%) averages. Oxford Economics forecasts suggest that Stockport will continue to grow behind national and regional averages up to 2040.
- 2.23 Stockport has nationally significant employment and business specialisms – Stockport retains specialism above the national average across a range of sectors such as Manufacturing, Wholesale and Logistics. However, a lack of business dynamism and poor survival rates means that Stockport is increasingly reliant on a small group of major employers.

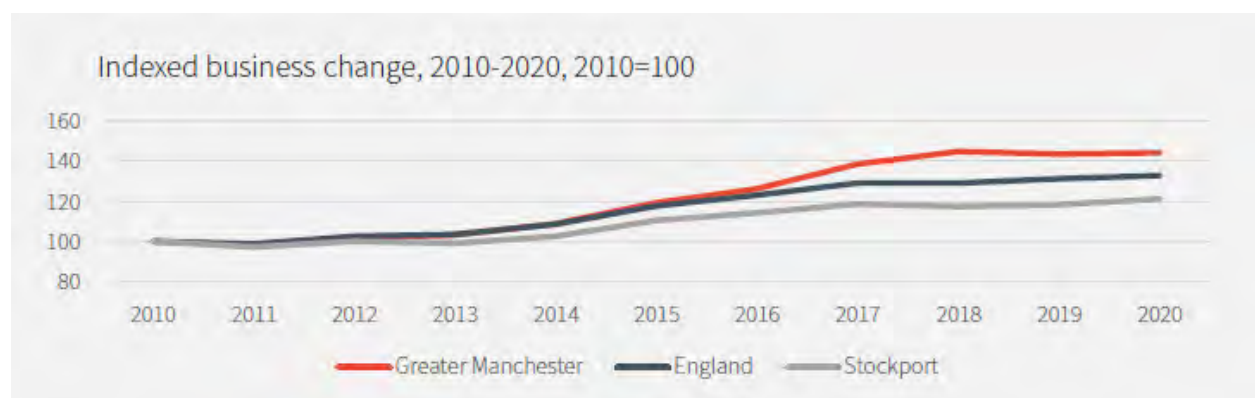
- 2.24 Stockport's economy lost an estimated £700m as a result of the COVID-19 pandemic in 2020 – equivalent to 10% of total output. Accommodation and Food Services were the most significantly affected sectors – losing an estimated £100m of output in 2020.
- 2.25 Sectors most exposed to lockdown and social distancing restrictions most severely impacted which could exacerbate low business survival challenges. Accommodation and Food Service Activities was the borough's worst affected sector, losing an estimated £100m in 2020. Going into the pandemic, Stockport already had low business survival rates – only 41% of businesses survive their first five years. This challenge could be heightened by the challenging economic climate.
- 2.26 Figure 2.1 below shows GVA by sector. Stockport when compared to Greater Manchester and England has a GVA in Real Estate activities, wholesale / retail trade and manufacturing. Sectors that seem more underrepresented in the local economy are professional, scientific and technical activities, construction, transport and storage.

Figure 2.1 GVA by Sector. Source: Stockport Economic Plan 2022-2030



- 2.27 As demonstrated by Figure 2.2 below over the last decade, Stockport's business growth has consistently been outstripped by the England and Greater Manchester averages. Stockport had an additional 2,000 businesses in 2020 compared to 2010 (+21%). Of the 11,900 businesses based in the borough, 79% employ less than 4 people. Supporting Stockport's micro-business dominated economy to survive and grow will be integral to the borough's long-term economic prosperity.

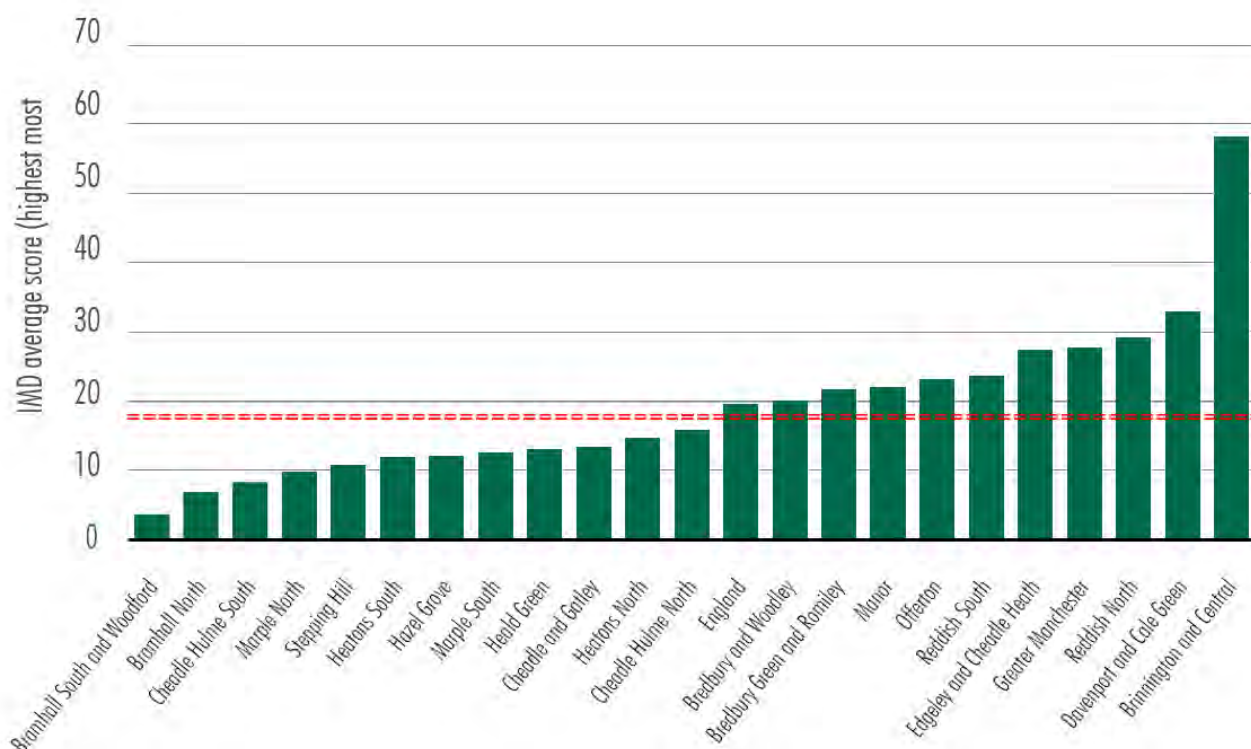
Figure 2.2 Indexed % Business Change by Location. Source: Stockport Economic Plan 2022-2030



Indices of Deprivation

- 2.28 The English Indices of Deprivation provide a relative measure of deprivation across England. Areas are ranked based upon seven different dimensions of deprivation and an overall composite measure of multiple deprivation, which is a weighted index comprising the scores of the different domains. These domains are:
- **Income Deprivation.** This includes indicators such as number of people living in households relying on job seeking allowances, pension credit guarantees or tax credits. This domain has a weight of 22.5% in the final index.
 - **Employment Deprivation** This includes indicators such as number of adults claiming jobseeker's allowance, incapacity benefits or carers allowance. This domain has a weight of 22.5% in the final index.
 - **Health deprivation and disability.** This includes indicators such as illness and disability ratios, life expectancy and anxiety disorder rates. This domain has a weight of 13.5% in the final index.
 - **Education, Skills & Training Deprivation.** This includes indicators such as average school results, higher education rates, school absence levels and amount of adults with no qualifications. This domain has a weight of 13.5% in the final index.
 - **Crime:** This includes indicators such as recorded crime rates for violence, burglary, theft and criminal damage. This domain has a weight of 9.3% in the final index.
 - **Barriers to Housing & Services.** This includes indicators such as distance to basic amenities, homelessness and housing affordability. This domain has a weight of 9.3% in the final index.
 - **Living Environment Deprivation.** This includes indicators such as air quality, quality of housing stock and road traffic accidents count. This domain has a weight of 9.3% in the final index.
- 2.29 Figure 2.3 identifies the average IMD score of the different wards of the Borough, where high scores denote relatively higher deprivation levels in the area. The red trend line represents the average for the Borough. What this shows is that despite overall being one of the least deprived of the Greater Manchester local authorities, the detailed IMD picture indicates large inequalities within the Borough, which comprises a mixture of very prosperous neighbourhoods and more highly deprived areas.

Figure 2.3 – Average Indices of Multiple Deprivation, Stockport (My Stockport Partnership, 2014/ONS)

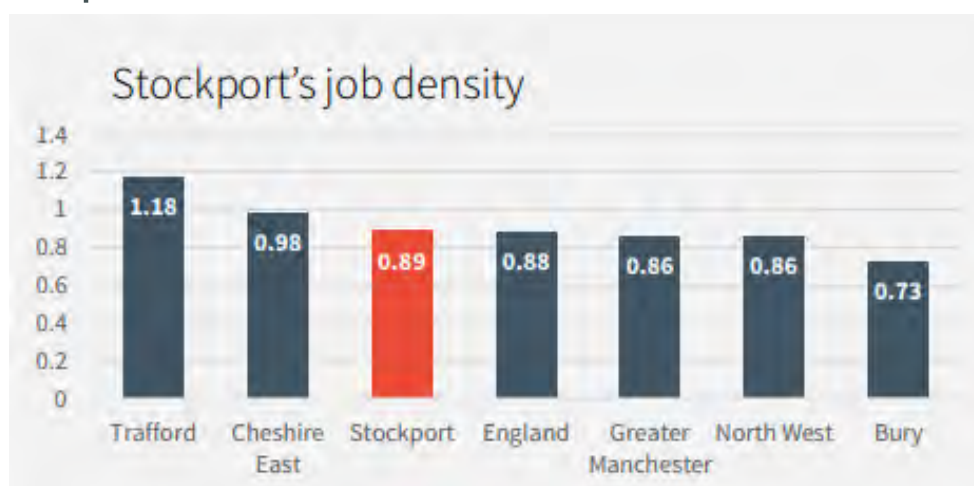


2.30 The workforce reflects high levels of qualifications with 58.9% equivalent to or above NVQ level 3 and 41.1% NVQ Level 4 or above. 6.3% of the workforce still have no qualifications, which is less than both the Greater Manchester and national averages.

2.31 According to the Stockport Economic Plan; 458,000 people are within the working age population and within 45 minutes reach of Stockport via public transport. (And 103,000 people commute into Stockport for work). There is a 2,394,000 population of people who are working age and within 45 minutes drive of Stockport. However, 114,000 people commute out of the borough, meaning Stockport has a net outflow of 11,000 people.

2.32 Job density (Figure 2.4) refers to the number of jobs per resident of working age (male and female: 16-64). Stockport's job density is 0.89, meaning that there is enough jobs within the local authority to provide work to 89% of working-aged residents. Although this is slightly above the national average (88%), Stockport performs poorly against local comparators such as Trafford (1.18) and Cheshire East (0.98) which retain some of the highest job densities in the country. From an employment land planning perspective Stockport is very close to the England average in terms of job density which of itself does not suggest a need for significant policy initiatives to increase local employment to address this issue.

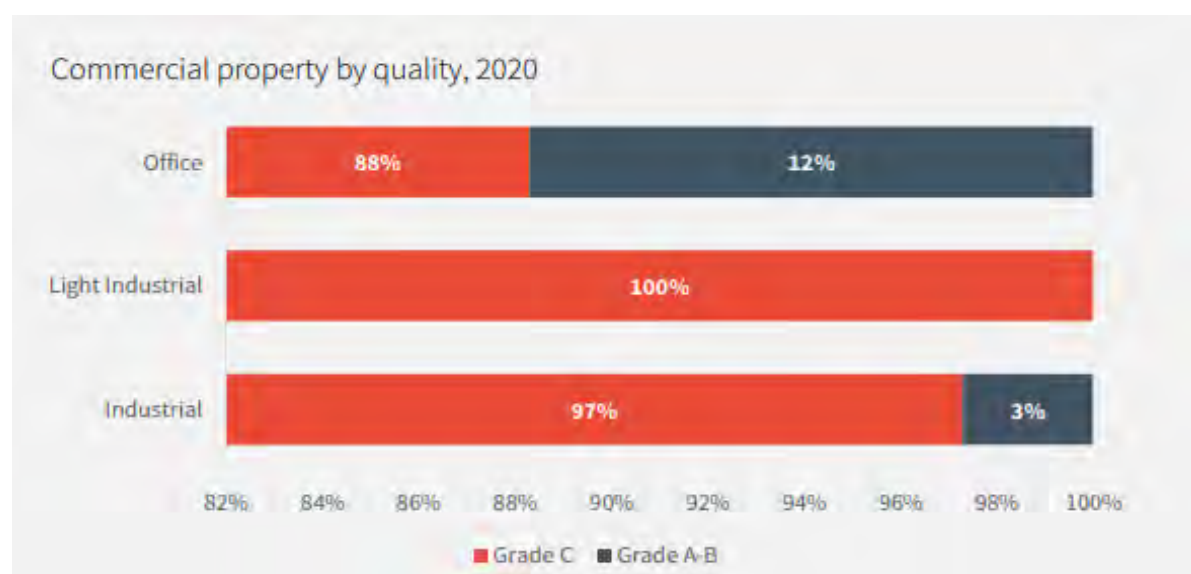
Figure 2.4 Stockport’s Job Density in Comparison to Other Locations. Source: Stockport Economic Plan 2022-2030



Stockport Property Market

- 2.33 Almost half (47%) of Stockport’s commercial property is comprised of industrial space (Figure 2.5). However, based on the borough’s previous and forecast growth, it is likely to pivot towards office space in the future – with knowledge intensive businesses one of the borough’s principal growth sectors.
- 2.34 Currently, only 12% of Stockport’s office stock is Graded A or B, whereas only 3% of industrial space is of high quality. To enhance Stockport’s competitiveness as a high value professional services destination, considering the quality as well as quantity will be critical across all space typologies.

Figure 2.5 Stockport’s Commercial Property by Quality. Source: Stockport Economic Plan 2022-2030



- 2.35 Commercial vacancy in Stockport (Figure 2.6) had been consistently low and falling since 2011 across all property typologies. Despite this, office vacancy rose sharply in 2020, potentially driven by companies choosing not to renew leases until the future of work and

space requirements become clearer. The declining rates of industrial and light industrial vacancy point to a tightening market with more limited supply and stronger demand potentially relating to a more buoyant economy generally and strengthening demand in the industrial and logistics sectors.

Figure 2.6 Stockport's Commercial Property by Vacancy Rates 2010-2020. Source: Stockport Economic Plan 2022-2030

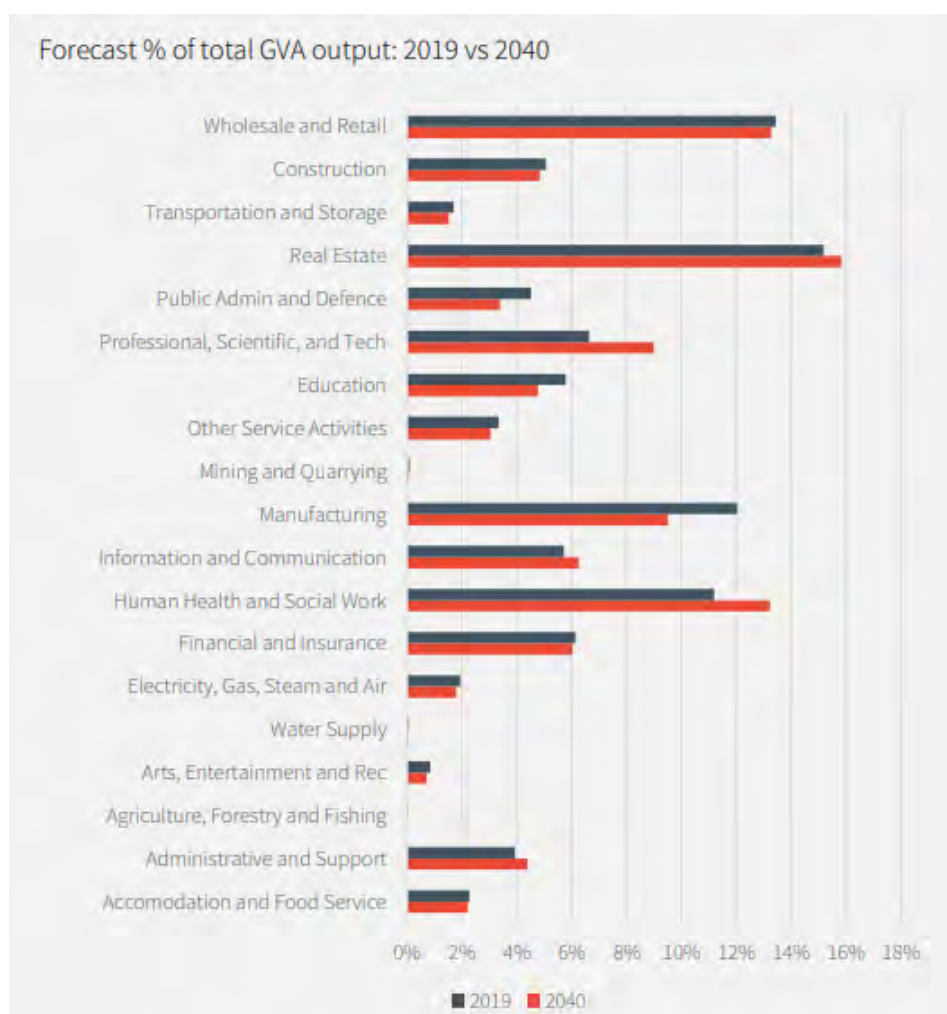


Future Economy of Stockport

2.36 Forecasts (Figure 2.7) show that between 2019 and 2040, the size of the Stockport economy in GVA terms, will grow at a slower rate than the UK averages. Similarly, by 2040, the number of employees in employment will grow at a slower rate than the Greater Manchester average.

2.37 By 2040, it is forecast that:

- There will be an additional 8,600 employees in employment in the borough (an increase of 6% vs. 2019 levels)
- The size of Stockport's economy will increase by 32% between 2019 and 2040; equating to over £2bn in GVA growth

Figure 2.7 Stockport's Forecast % of total GVA Output, 2019 vs. 2040. Source:

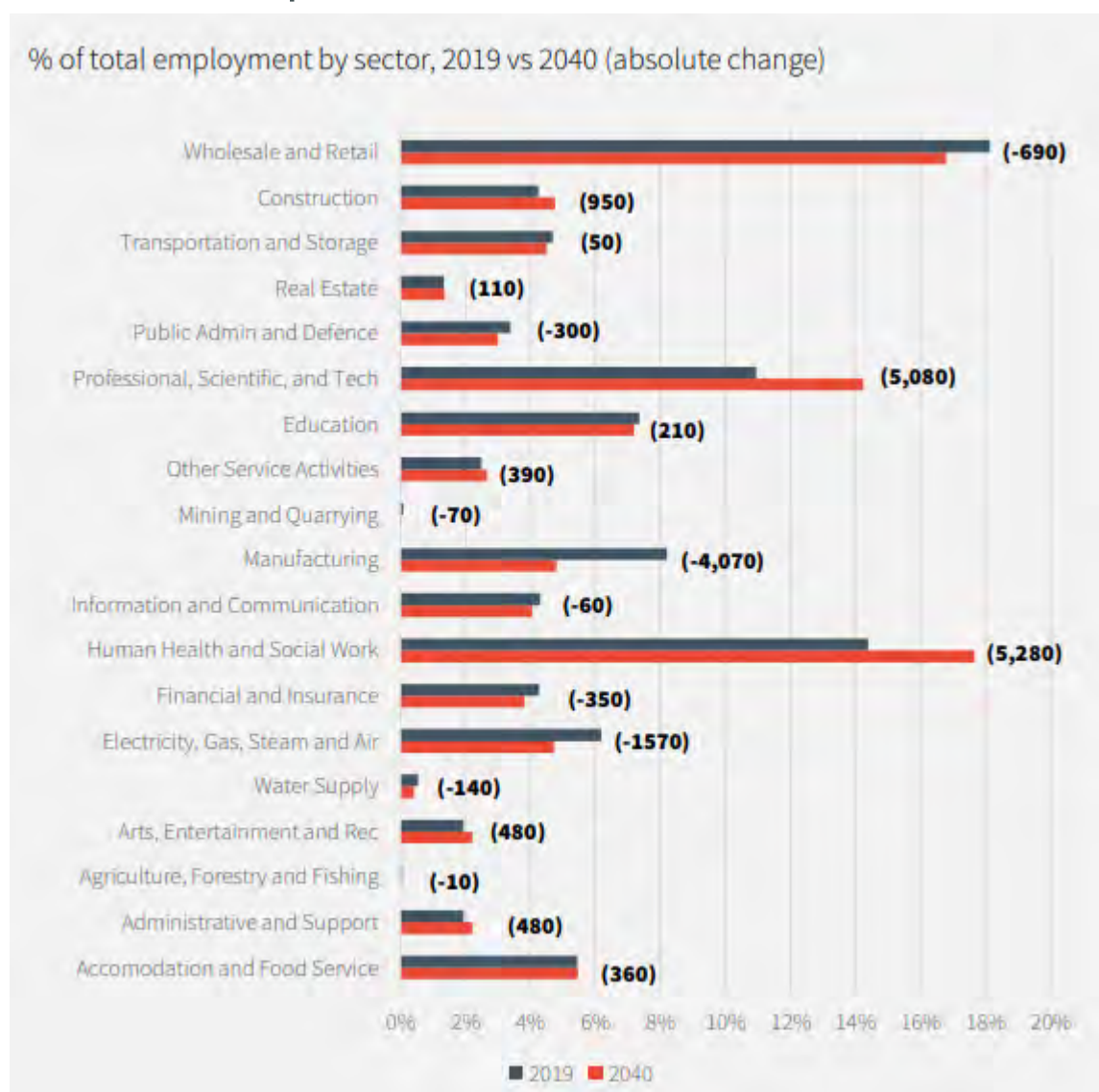
Stockport Economic Plan 2022-2030

- 2.38 The sectors (Figure 2.8) which are forecast to see the largest absolute growth in terms of economic output are 'Human Health and Social Work', which is due to increase by +£431m. Secondly, 'Real Estate' is due to grow by +£394m. Finally, the third largest absolute growth is 'Professional, Scientific and Tech', which is set to grow by +£357m by 2040 (see Figure 2.8 for percentage growth chart).
- 2.39 The greatest change in sectors by 2040 will be seen in the 'Professional, Scientific and Tech' which is due to change by +79%, which is greater than the average growth it will see in the UK (+68%) however less than the change seen in Greater Manchester (85%).
- 2.40 'Human Health and Social Work' see the second most change within Stockport by 2040 with a growth of +57% which is greater than the predicted growth expected for the UK (+51%) however less than the change expected in Greater Manchester (58%).
- 2.41 Industries such as 'Agriculture', 'Mining & Quarrying' and 'Public Admin and Defence' are all set to see a negative change in Stockport by 2040.
- 2.42 There is a decline forecast across Stockport's key employment sectors to necessitate

economic diversification and reorientation. The Oxford Economics Forecasting model suggests a large fall across several of Stockport's current employment specialisms which is likely to require economic reorientation to protect jobs and livelihoods over the long-term.

- 2.43 Across Manufacturing; Electricity, Gas Steam, and Air, there is forecast to be a loss of over 5,600 jobs by 2040. Simultaneously, there is forecast to be significant employment gains across a range of knowledge intensive roles including Professional, Scientific, and Tech (+5,080), and Human Health and Social Work (+5,280).

Figure 2.8 Stockport's Forecast % of total employment absolute change by sector 2019 vs. 2040. Source: Stockport Economic Plan 2022-2030

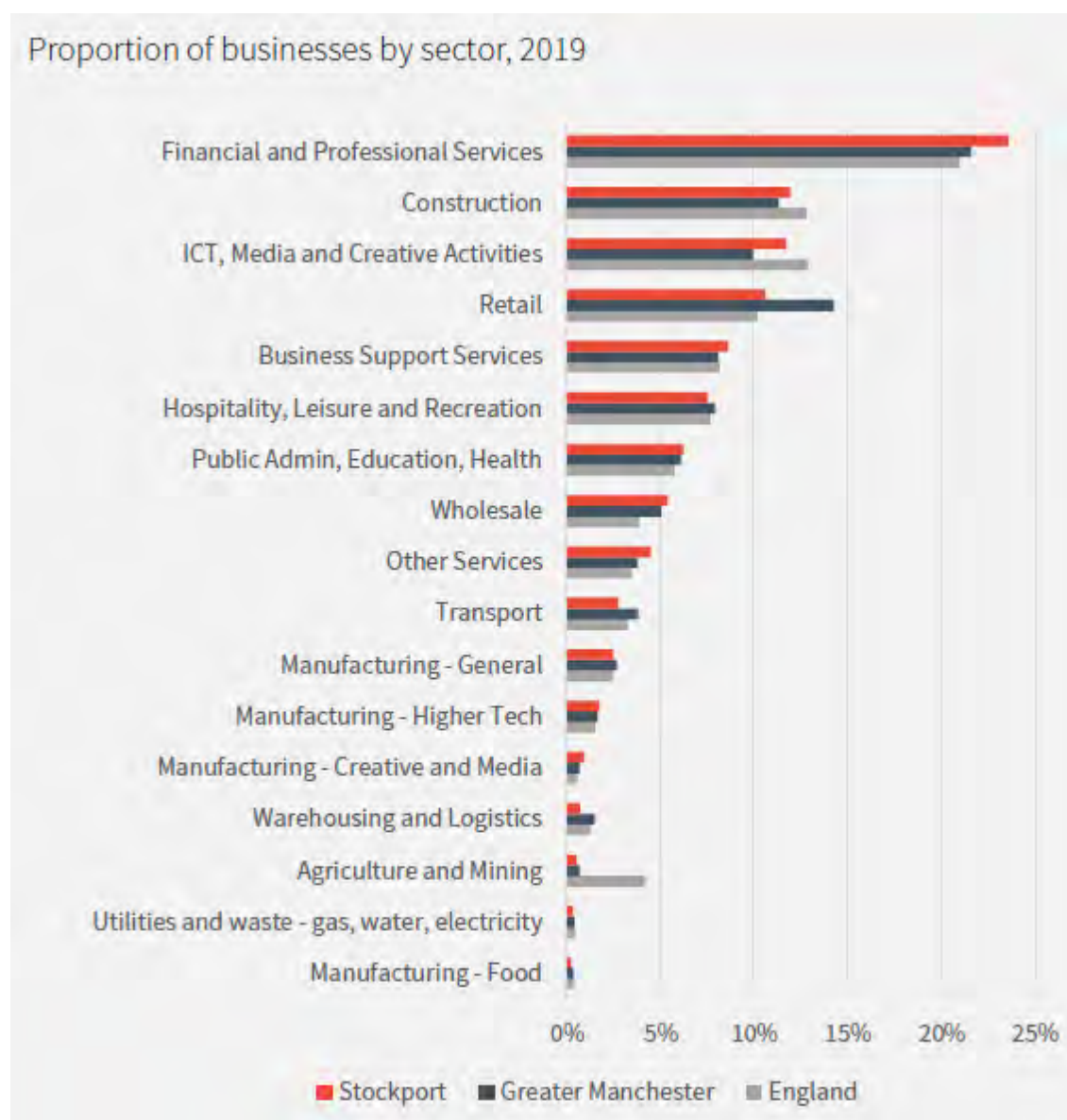


- 2.44 Figure 2.8 shows that there is the greater employment change forecast within the 'Professional, Scientific, and Tech' (+36%), 'Human Health and Social Work' (+29%) and 'Arts, Entertainment and Recreation' (+19%) all seeing the largest amount of change. This suggests expansion of demand for office and light industrial space to accommodate these sectors.
- 2.45 The greatest negative change is forecast to be in the 'Mining and Quarrying' (-58%) sector as well as the 'Manufacturing' (-39%) and 'Electricity, Gas, Steam and Air' (-20%).

Sectors

- 2.46 Stockport contributed £6.7billion in GVA to the UK economy in 2018.
- 2.47 Currently ‘Real Estate’ is the largest contributor to Stockport’s economic output, equivalent to £1bn per annum and accounting for 15% of total GVA in 2018. Other important sectors include wholesale and retail, manufacturing and human health and social work activities. Over the past decade, financial services (+132%) and professional, scientific and technical activities (+96%) have experienced the strongest productivity growth.
- 2.48 Some of Stockport’s largest contributors (specifically Real Estate and Manufacturing) have experienced weaker growth (+25% and 24% respectively), see Figure 2.9.
- 2.49 Overall, Stockport and England contribute similar amounts to each industry (Real Estate 15% Stockport 14% England and Manufacturing 11% Stockport 10% England). However, Stockport has seen much greater growth in sectors such as Finance +132% compared to +19% for England and technical activities +96% compared to +51%.
- 2.50 Sectors with the greatest number of businesses in Stockport include financial and professional services (24% of all businesses), construction (12%) and ICT, Media and Creative Activities (12%).
- 2.51 There are also four sectors in Stockport that are business ‘specialisms’. A sector is considered specialised if it has a Location Quotient (LQ) over 1.2. LQ is a method of quantifying how concentrated a particular industry is in a region as compared to the nation. It can reveal what makes a particular region “unique” in comparison to the national average. These ‘specialisms’ are: ‘Manufacturing – Creative and Media’ with an LQ of 1.6; ‘Manufacturing – Higher Tech’ with an LQ of 1.2; ‘Other Services’ with an LQ of 1.3, which includes hairdressing and other beauty treatment, renting and leasing of vehicles and other personal services and finally ‘Wholesale’ which has an LQ of 1.4.

Figure 2.9 Business Proportions by Sector and Location. Source: Stockport Economic Plan 2022-2030



- 2.52 Within Stockport, different sectors are located in different hubs across the region. In the Figures below, these different locations of sectors are shown on a map.
- 2.53 Higher Tech Manufacturing concentrations are shown in the figure below. The map (see Figure 2.10) highlights that northern central Stockport rising towards Portwood, as well as Hazel Grove, are the main areas for higher tech manufacturing in the Stockport region.

Figure 2.10: Stockport Area Plan Highlighting Higher Tech Manufacturing Employment by LSOA, 2019. Source: HATCH Stockport Economic Plan 2022-2030



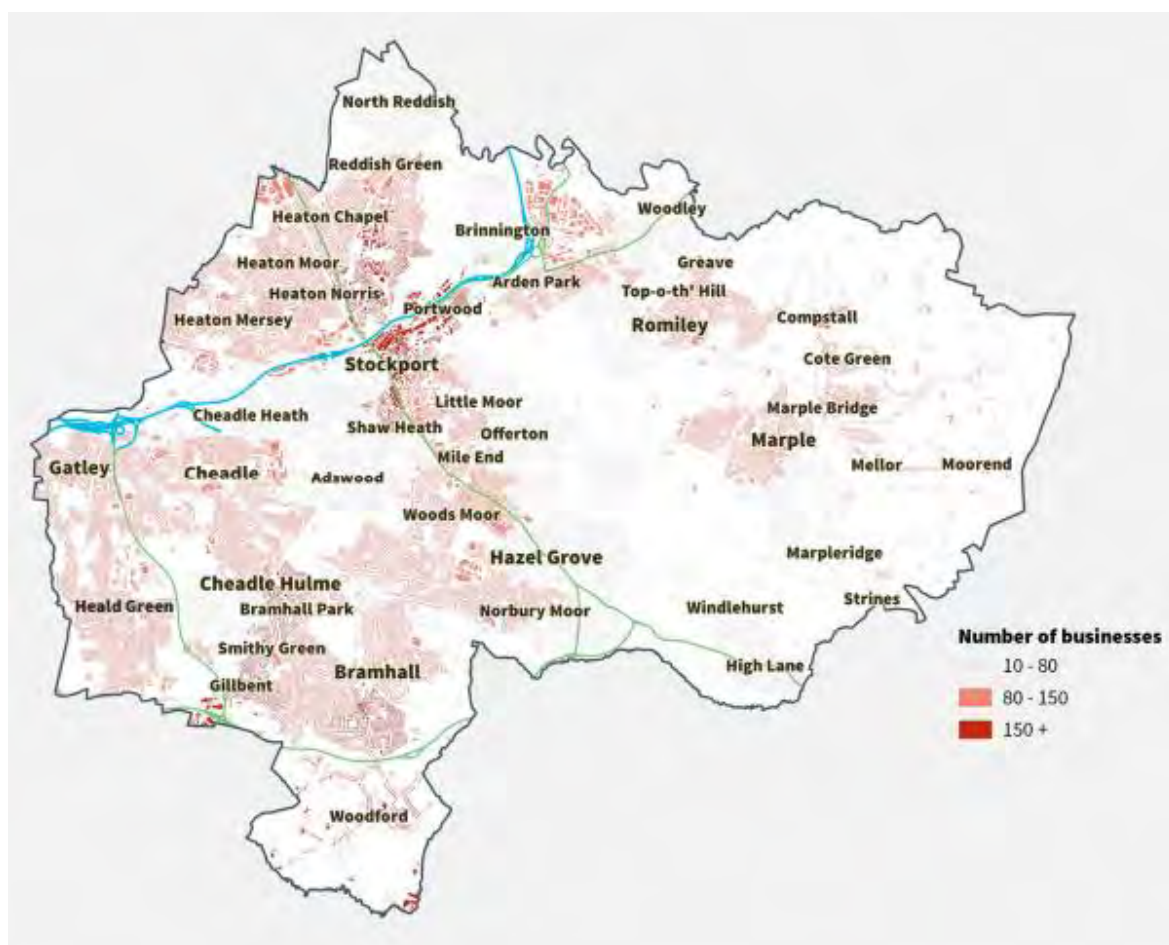
- 2.54 Warehousing and Logistics also has a greater mass within the central Stockport, with these units generally being within the 50-300 'employment count'. Cheadle also has a greater spread of warehousing and industrial units however these being between the 0-50 'employment count' sector.

Figure 2.11: Stockport Area Plan Highlighting Warehousing and Logistics Employment by LSOA, 2019. Source: Stockport Economic Plan 2022-2030



- 2.55 Similarly to the other sectors mentioned, the concentration of the Knowledge Economy businesses are in the central Stockport region.
- 2.56 Stockport has no 'Large' Knowledge Economy Businesses, meaning that there are no businesses in this sector with +250 employees. There are 3,645 'Micro' Knowledge Economy Businesses, meaning businesses which have 0-9 employees. Figure 2.13 shows that these are dispersed around different settlements in the Stockport Authority area, predominately to the west of the region with the exception of Marple and Romiley having larger clusters within close proximity.

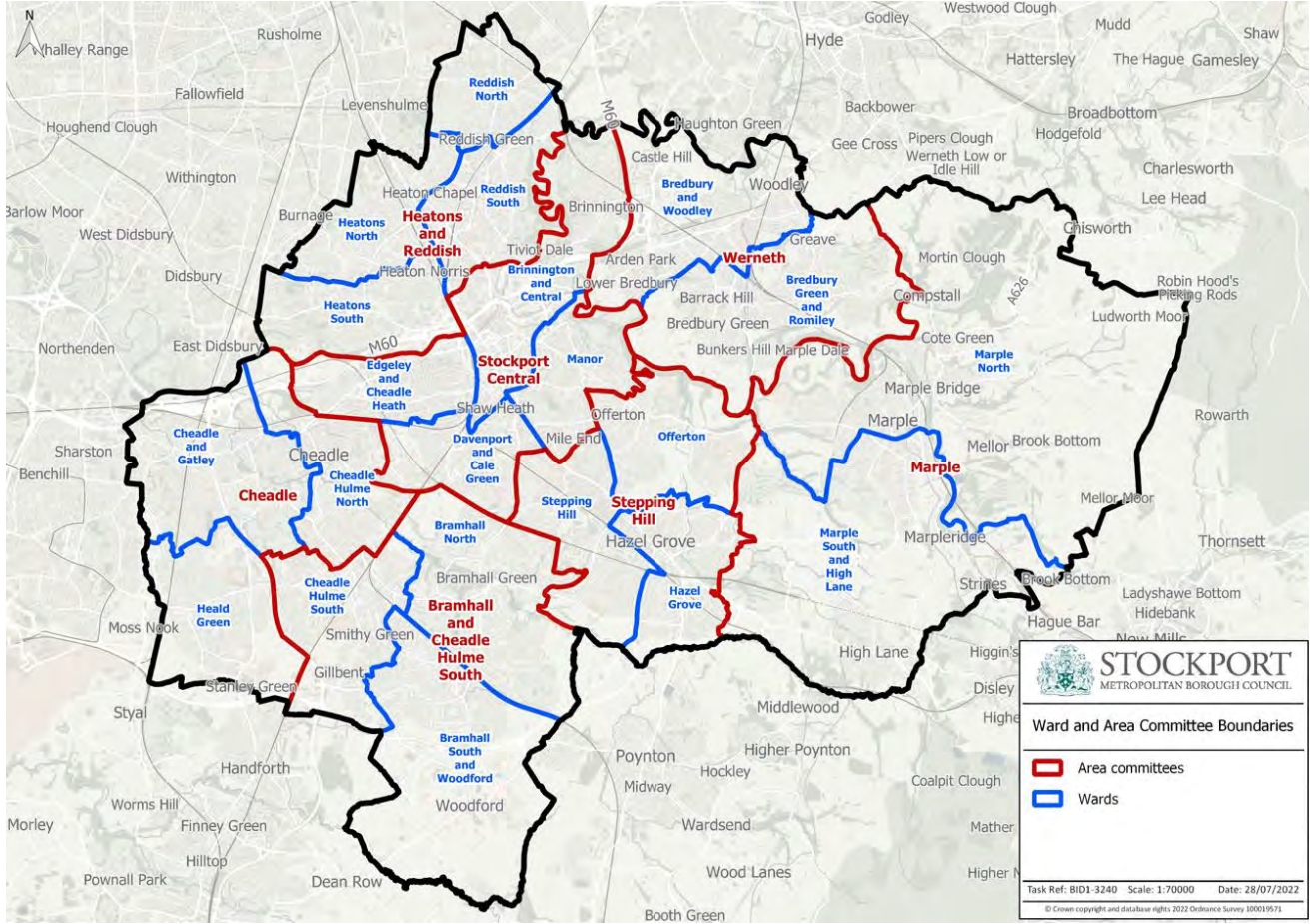
Figure 2.12: Stockport Area Plan Highlighting Concentrations of the Knowledge Economy Businesses across Stockport (Stockport Economic Plan 2022-2030)



Committee and Ward Areas

- 2.57 The built up areas of the Borough comprise a number of communities or townships which are broadly concentrated around Stockport Town Centre and eight District Centres. The District Centres are Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Houldsworth Square (Reddish), Marple and Romiley.
- 2.58 The Borough is divided into the 7 Committee Areas: Bramhall and Cheadle Hulme South, Cheadle, Heaton and Reddish, Marple, Stepping Hill, Stockport Central and Werneth and is subdivided into 21 Wards (identified at Figure 2.13 below).
- 2.59 This broad demarcation of the Borough's communities is used in the following description of characteristics of the different parts of the Borough. The Ward Area descriptions provided are based upon appraisals undertaken by the My Stockport Partnership. Where relevant, this information has been updated with current statistical information.

Figure 2.13 Stockport Committee and Ward Area Plan. Source: Stockport Council, 2022



3. Planning and Economic Policy

National Planning Policy

- 3.1 National Planning Policy and Guidance relating to Employment is contained within the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).
- 3.2 In March 2012, the Government adopted the NPPF. In March 2014, the Government published the supporting NPPG. This guidance is intended to sit alongside the NPPF and aims to provide additional clarity and information in respect of NPPF Policy. This Employment Land Review has regard to both the National Planning Policy Framework and National Planning Practice Guidance.

National Planning Policy Framework

- 3.3 The revised NPPF was published in July 2021, the document sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.
- 3.4 NPPF Paragraph 7 advises that the purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 7 to 14, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.
- 3.5 Chapter 2 states that the purpose of the planning system is to contribute to the achievement of sustainable development. It also recognises the UK's pursuance of the UN 17 Global Goals for Sustainable Development to 2030 to achieve this.
- 3.6 Chapter 3 states the importance of having a plan led system. Plans should be succinct and update and touch positively guide on key factors for a minimum of a 15 year period.
- 3.7 Paragraphs 81 – 83 highlight that the Government is committed to supporting economic growth and productivity, allowing for businesses and specific areas to capitalise on their performance and potential. Paragraph 82 identifies that planning policies should be flexible enough to accommodate needs not anticipated in the plan and allow for new and flexible working practices and a rapid response to changes in economic circumstances.
- 3.8 Chapter 7 of the NPPF is concerned with ensuring the vitality of town centres, and promotes taking a positive approach to their growth, management, and adaptation. For developments not in accordance with an up-to-date local development plan and which are located outside of designated centres, local planning authorities are required to apply a sequential test and, for proposals greater than 2,500 sqm (or greater than a lower locally defined threshold included within the development plan), an impact test must also be conducted.
- 3.9 Chapter 11 is concerned with making the most effective use of land. Policy and councils should encourage multiple benefits from promoting land as stated in paragraph 120. Local planning authorities should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them.
- 3.10 A positive approach should also be taken by local authorities to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

Levelling Up and Regeneration Bill, May 2022

- 3.11 'The Bill' sets out reforms regarding various themes such as Environmental Outcome Reports, in which it sets out it will replace EIAs ('Environmental Impact Assessment') and Strategic Environmental Assessments with a new method, 'Environmental Outcomes Reports'.
- 3.12 Another theme which The Bill focuses upon is Infrastructure Levy's. The reform sets out that Levy's will now be charged relative to the value of the development once sold by the developer, with rates and thresholds set by local planning authorities. The rates are set as a percentage of the gross development value (GDV).
- 3.13 Local Development Plans will be given greater weight in planning decisions due to The Bill. Supplementary documents such as 'neighbourhood plans' and 'minerals & waste plans' will be given the same weighting so 'spatial development documents can focus on greater planning issues at a more strategic scale'.
- 3.14 The Bill also has reform around topics of brownfield land usage, devolving powers into local authorities, community land auctions and increasing local authority enforcement powers.

National Planning Practice Guidance – Assessing Economic and Housing Development Needs

- 3.15 NPPG provides specific guidance to support Local Planning Authorities in objectively assessing and evidencing development needs for economic development and plan for business (which includes main town centre uses).
- 3.16 Paragraph: 041 61-041-20190315 advises that authorities use the following to assess:
 - a) The need for land or floorspace for economic development, including both the quantitative or qualitative need for all foreseeable types of economic activity over the plan period, including for retail and leisure development;
 - b) The existing and future supply of land available for economic development and its suitability to meet the identified needs. This should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land;
 - c) The likely availability and achievability of employment-led development, taking into account market signals;
 - d) The role, capacity and function of town centres and the relationship between them, including any trends in the performance of centres;
 - e) Locations of deprivation which may benefit from planned remedial action; and
 - f) The needs of the farming and food production industries, including the location and extent of the best and most versatile agricultural land, and the ways in which planning could support investment in those industries.
- 3.17 NPPG paragraph reference 2a-025-20190220 states that regarding economic development, strategic policy-making authorities will need to prepare a robust evidence base to understand existing business needs, which will need to be kept under review to reflect local circumstances and market conditions. National economic trends may not automatically translate to particular areas with a distinct employment base. Where appropriate, local planning authorities can use their Authority Monitoring Report and the plan review process to ensure that their evidence base remains up to date.
- 3.18 Functional economic market areas can overlap several administrative areas so strategic policy-making authorities may have to carry out assessments of need on a cross-boundary basis with neighbouring authorities within their functional economic market area. Local Enterprise Partnerships (and county councils) can play a key role in this process.

- 3.19 NPPG Paragraph 2a-026-20190220 gathering evidence to plan for business uses, strategic policy making authorities will need to liaise closely with the business community taking account of the Local Industrial Strategy, to understand their current and potential future requirements. They will need to assess:
- The best fit functional economic market area;
 - The existing stock of land for employment uses within the area;
 - The recent pattern of employment land supply and loss – for example based on extant planning permissions and planning applications (or losses to permitted development);
 - Evidence of market demand (including the locational and premises requirements of particular types of business) – sourced from local data and market intelligence, such as recent surveys of business needs, discussions with developers and property agents and engagement with business and economic forums;
 - Wider market signals relating to economic growth, diversification and innovation; and
 - Any evidence of market failure – such as physical or ownership constraints that prevent the employment site being used effectively.

Assessment of Land Availability

- 3.20 NPPG paragraph reference 3-008-20190722 provides guidance which states that the assessment needs to identify all sites and broad locations (regardless of the amount of development needed) in order to provide a complete audit of available land. The process of the assessment will, however, provide the information to enable an identification of sites and locations that are most suitable for the level of development required.
- 3.21 The guidance goes on to state in Paragraph 3-009-20190722 that plan-makers will need to assess a range of different site sizes from small-scale sites to opportunities for large-scale developments such as village and town extensions and new settlements where appropriate.
- 3.22 It may be appropriate to consider all sites and broad locations capable of delivering economic development on sites of 0.25 hectares (or 500 square metres of floor space) and above.
- 3.23 Paragraph reference 3-012-20190722 states if the process to identify land is to be transparent and identify as many potential opportunities as possible, it is important to issue a call for sites and broad locations for development. This needs to be aimed at as wide an audience as is practicable so that those not normally involved in property development have the opportunity to contribute. This can include notifying parish councils and neighbourhood forums, landowners, developers, businesses and relevant local interest groups, as well as local publicity. A call for sites will need to set out the information sought from respondents, which could include:
- Site location;
 - Suggested potential type of development (e.g. economic development uses – retail, leisure, cultural, office, warehousing etc; residential – by different tenures, types and needs of different groups such as older people housing, private rented housing and people wishing to build or commission their own homes);
 - The scale of development; and
 - Constraints to development.

Sub-Regional Planning Policy

- 3.24 As referred to previously Stockport Borough are preparing their own Local Plan having withdrawn from their involvement in the Greater Manchester Spatial Framework (GMSF), now referred to as Places for Everyone, in December 2020. Whilst Greater Manchester remains the economic geography, politically the Local Authority have the autonomy for plan making. Places for Everyone (formerly GMSF) focuses on key strategic matters in the region and is therefore contains policies of relevance for plan making in Stockport.

- 3.25 Places for Everyone is an emerging plan. The framework covers nine boroughs in Greater Manchester and focuses on homes delivery, jobs provision as well as transport infrastructure development between the current period running up until 2037.
- 3.26 The examination in public of the plan is due to take place autumn 2022.
- 3.27 Whilst Stockport Metropolitan Borough Council have withdrawn from the Greater Manchester Combined Authority Spatial Framework, the implementation of this plan will still impact the region due to geographic proximity to the impacted area.

Local Planning Policy

The Development Plan

- 3.28 The policies which are used to manage development in Stockport are those set out in the Core Strategy DPD (2011) along with policies set out in the Greater Manchester Joint Waste DPD (2012) and the Greater Manchester Joint Minerals DPD (2013) and those saved policies of the Stockport Unitary Development Plan (UDP) Review (May 2006) which are not superseded by the Core Strategy, Joint Waste or Joint Minerals DPDs.

Stockport Local Plan: Strategic Evidence Base

- 3.29 Stockport have an emerging plan, 'The Stockport Local Plan', which is set to be produced by the end of 2023 and be adopted in Autumn 2024. It will be used to assess planning applications for new developments in Stockport over the next 15 years once adopted. It will help deliver the vision that partners, stakeholders and residents set out in the 'One Stockport Borough Plan'. The feedback from residents and stakeholders received during the development of the Borough Plan has been used to guide the overall principles which will underpin the Local Plan.
- 3.30 The One Stockport Borough Plan identifies the following priority areas for action of relevance to employment issues:
- a) Support the development of the green economy and create a broader framework for defining what we mean by inclusive growth;
 - b) Create new innovation and start-up space in the Town Centre;
 - c) Commits to developing a new skills and employment programme to ensure the right training, opportunities and qualifications are available locally. The Economic baseline can get under the skin of existing provision and how it aligns to Stockport's growth sectors;
 - d) Council will continue to promote apprenticeships as a key route into the labour market;
 - e) Focus on retraining and life-long learning enabling those from all ages to get back into employment; and
 - f) Become a digitally inclusive and radical borough by ensuring digital literacy and leading digital connectivity.
- 3.31 The Economic Plan and supporting HATCH documents have been used in part as an evidence base for this document. It provides strategic context for this work; it is an evidence led strategy for the period 2022 onwards. It identifies key challenges and opportunities facing Stockport by using current data and stakeholder engagement to ensure that positive outcomes are reached.
- 3.32 The Climate Action (CAN) Strategy, 2038 outlines Stockport's need to act upon the climate crisis and identifies the workstreams which underpin their intended over the next five years. The aim of the plan is to allow and provide a platform for collaboration amongst public sector, businesses and residents.
- 3.33 The CANs relevance to the economic strategy is set out below:
- a) Strategy sets out the initial actions that Stockport Council will take to make a difference on climate change

- over the next five years as we begin our journey to net- zero 2038;
- b) Council have committed to incorporate climate impact assessment into everything we do by incorporating it into decision making, report templates and all key strategies; and
 - c) All future development within the borough will need to respond to this strategy if the authority is to meet net zero targets. All future development will need to be future-proofed.

Stockport Local Plan: Issues Paper

- 3.34 The Issues Paper (July 2017) provides key planning information for the Borough of Stockport. It is the first stage of preparation for the Stockport Local Plan, a strategic document that sets out the planning policies and land-use allocations that are used when the council is making decisions on planning applications. Before the new Stockport Local Plan is adopted, there are subsequent steps which must be made in order to reach the point of adoption, these are : Preferred Options, which gives the public a chance to contribute towards policy direction; ‘Publication’ which is a public consultation on policies and land uses; ‘Examination’, where a draft plan is examined by the public and by an inspector; and finally, ‘Adoption’, where the plan is approved.¹
- 3.35 It states that ‘Stockport is fortunate to have a mix of businesses across growing sectors of the economy, and residents who can both create and support growth. Our plan is to create the conditions for, and harness the benefits of, a thriving local economy, while seeking to maintain the essential character of the borough.
- 3.36 The protection and delivery of jobs in Stockport are important if the borough is to develop as a sustainable area. More jobs for Stockport residents means fewer and shorter journeys to work. We need to establish whether we can deliver the range of jobs the people of Stockport need within the borough, or whether we should be allowing jobs to be located elsewhere and focus on becoming a dormitory town for the wider economic area.
- 3.37 One way to help encourage a diverse and vibrant local economy is to ensure that entrepreneurs and small and medium enterprises have the space to develop and thrive. We also need to ensure that Stockport residents of all work ages, including those of post retirement age, have the right skills and options to access those jobs.
- 3.38 The Issues Paper states that ‘Stockport is a net exporter of labour and the borough needs to be ambitious about growing its local economy by promoting local jobs for local people. Local information suggests that there is a shortage of marketable units in the borough over 15,000 square feet which is a barrier to existing firms wishing to expand and new firms wanting to relocate to Stockport.’

Stockport Local Plan: Emerging Draft Policies

- 3.39 The Council states that it will maintain the existing employment land as well as adding new land and premises to support the local economic growth. The emerging policy also states the councils intention to improve local skills and provide employment opportunities to the local population. The vision is to favourably consider proposals which consider the environment and social governance to their design, including those which include sustainable construction methods and include ancillary facilities which improve mental health and wellness.

¹ Stockport Local Plan Issues Paper, 2017, <https://s3-eu-west-1.amazonaws.com/live-iag-static-assets/pdf/LDF/Stockport+Local+Plan/Stockport+Local+Plan+Issues+Paper.pdf>

- 3.40 Focus on key employment locations is also included within the draft policies – the One Stockport Economic Plan also highlights the importance of providing high quality sites which are also in the locations which can maximise their potential. As stated in section 2 of this report, the majority of Stockport's future growth is forecast to be within high value, knowledge intensive and office-based employment and with only 12% of current office space being Grade A or B this could impact Stockport's competitiveness as we emerge from the pandemic. There is a drive to improve the quality of Stockport's employment land use stock.
- 3.41 Stockport Council will look to promote economic diversity and support new business development through their emerging policy.
- 3.42 Working patterns are set to fluctuate and demand is likely to increase for spaces that are between home and the office and offer a variety of formats to meet needs. As such, affordable workspace and flexible terms for occupancy will be crucial in ensuring the borough continues to be well placed to attract SMEs to start up and/or grow a business.

Adopted Plan: Stockport Core Strategy (2011)

- 3.43 The Core Strategy sets an overall strategy and vision, establishing the broad aims and objectives for the use of land in Stockport. It outlines how future strategic development needs including housing, employment, retail, education and healthcare will be met, providing the overall context for how policies and proposals will be used to promote positive change and guide planning and other policy decisions across the Borough.

Core Policy CS7 - Accommodating Economic Development Class E office uses

- 3.44 Development of class E office uses will be focused in the Town Centre, increasing and improving the available office space in the Borough's most sustainable location.
- 3.45 Office and other types of Class E development will also be encouraged in the M60 Gateway, taking advantage of the location close to the Town Centre, thus helping to develop an agglomeration of similar sites. This will enable Stockport to develop land for the growth sectors identified in MIER and RSS, including taking advantage of the predicted growth at Manchester Airport.
- 3.46 The majority of the forecasted 110,000sqm of additional floorspace requirement forecast for the plan period should be located in this Town Centre/M60 Gateway. The Council envisages high density office development, particularly in the Town Centre, which will make best use of the available land.
- 3.47 Class E office development will also be encouraged on suitable existing employment sites and in and around District Centres. The employment areas not already mentioned above which are most suitable for office use include Cheadle Royal, Bramhall Moor Lane, Bird Hall Lane, Stanley Green, Battersea Road. Other sites, such as Shepley Lane, Marple and Melford Road are suitable for offices, amongst other employment uses. Stockport's District Centre office market is driven by a local skilled workforce and local amenities and to a lesser extent their existing stock of premises. The key centres in this regard are Bramhall, Cheadle, Cheadle Hulme, and Hazel Grove. The Allocations DPD will identify the sites and areas appropriate for these uses.

Industrial (B2) and Warehousing (B8) Uses

- 3.48 Whilst it is acknowledged that the net level of heavy industrial uses is likely to decline in the Borough, new units are still likely to be required. Consequently such uses will still need to be provided for and existing employment areas are considered to be the appropriate locations to accommodate these, as well as the moderate rise in warehousing development.

- 3.49 B2 and B8 uses, which are likely to generate heavy goods traffic or be otherwise incompatible with residential areas, will be directed to employment areas with good access to the National Strategic Road Network and Local Primary Road Network, or where such access can be provided. For example, the Bredbury Industrial Area has the opportunity to provide sites for industrial and warehouse uses, due to the size of the plots, the proximity to the motorway network and the fact that there are few residential properties near to the core of the site.
- 3.50 The Council will seek to build upon the benefits that clustering of employment uses can bring, with different areas having different roles to play. Those sites identified for employment purposes of this nature will be protected for the purposes of employment and related ancillary uses.
- 3.51 It is expected that the majority of the heavy industrial uses will be located on the existing employment areas, rather than in the Town Centre/M60 Gateway, although there may be some scope for such uses on MEDS sites where there are existing similar uses. An exception to this in the M60 Gateway Area would be the development of land at Tiviot Way, which is well located for the motorway network. Warehousing uses should be located on employment areas with good connections to the National Strategic Road Network and Local Primary Road Network, such as Bredbury Industrial Area.

Other Employment Uses

- 3.52 Section 3.2.5.4 advises that the Council will ensure that where proposals provide employment opportunities or contribute positively to the economy and where they meet the overarching aims of the Core Strategy, they are assessed accordingly. They will be encouraged in those areas where other employment uses are expected to develop. Other employment uses which are not traditional “B” Use classes and which are regarded as ‘Town Centre uses’, such as retail and leisure will be subject to sequential testing as set out in the NPPF.
- 3.53 Small-scale employment development for new premises or uses in other areas, such as residential or rural locations, will be acceptable provided they meet criteria set out in development management policies.

Development Management Policy AED-1

- 3.54 Employment Development in the Town Centre and M60 Gateway - The Council will encourage development of Class E employment uses in Stockport Town Centre and M60 Gateway Area, including the redevelopment of existing office space which is currently underused.

Development Management Policy AED-2

- 3.55 Employment Development in District Centres - The Council will encourage development of office uses in District Centres, including the redevelopment of existing office space which is currently underused.

Development Management Policy AED-3

- 3.56 Employment Development in Employment Areas - The Council will protect employment areas for employment generating uses. Within these areas the Council will have regard to the requirement for flexibility for employment generating uses beyond the traditional employment uses of Class E offices, B2 and B8, based on the criteria set out in PPS4.

Development Management Policy AED-4

- 3.57 Employment Development in Rural Areas - The Council will encourage employment development in rural areas where it is of an appropriate type and scale. This will include the encouragement of new economic development and the need for existing employment sites to be used for employment purposes rather than non-employment uses, thus maintaining the supply of employment sites in these areas.

Development Management Policy AED-5

- 3.58 Education, Skills and Training Provision - The Council will ensure that developers of new employment uses will be required to provide training or funding to provide education and training, in order to help local residents develop the necessary skills to access the jobs being created in the borough. In addition, where appropriate end users will be required to recruit a certain percentage of the workforce from particular geographical areas, focusing on Neighbourhood Renewal Priority Areas.

Development Management Policy AED-6

- 3.59 Employment Sites Outside Protected Employment Areas – Proposals for the change of use or redevelopment of employment sites outside designated employment areas which result in the loss of that use will not normally be permitted unless:
- a) It can be demonstrated that the site is no longer viable as an employment use;
 - b) The proposal will not adversely affect the operations of neighbouring premises;
 - c) The loss of employment land would not lead to significantly longer journey to work patterns; and
 - d) The development does not conflict with other policies.
- 3.60 The extension of existing employment premises will be permitted where it does not conflict with other policies.

Saved Policies of the Unitary Development Plan Review (2006)

- 3.61 The Stockport Unitary Development Plan (UDP) Review (adopted 31st May 2006) also forms part of the current statutory development plan for the Borough.

Policy E1.1 Location of new Industrial Development

- 3.62 This advises that new industrial developments (Use Classes B2 and B8) will be permitted:
- a) Within existing and proposed Employment Areas identified on the Proposals Map;
 - b) Within appropriate sites in the Stockport M60 Gateway; or
 - c) Within Policy Guidance Areas where industry would be an acceptable use.
- 3.63 This policy also states that proposals for industrial developments outside these areas may also be permitted provided that they do not conflict with other UDP policies and that all sites for industrial development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies for housing, retail and the protection of the built and natural environment, as well as having good access to the highway network and public transport.

Policy E1.2 Location of New Business Premises and Offices

- 3.64 Policy E1.2 states that new business premises and office developments will be permitted in the following areas:
- a) Within Employment Areas identified on the Proposals Map, on appropriate sites within the Stockport M60 Gateway, or in Policy Guidance Areas where office and business uses are listed as acceptable;
 - b) Within or adjacent to the town centre and district centres.
- 3.65 Policy E1.2 states that proposals for office developments outside these areas may also be permitted provided that they do not conflict with other UDP policies. All sites for office development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies for housing, retail and the protection of the built and natural environment, as well as having good access to the highway network and

public transport.

Policy E3.1 Protection of Employment Areas

- 3.66 Policy E3.1 advises that in Employment Areas shown on the Proposals Map, development involving business and light industry (Class E), general industry (B2) or warehousing (B8) will be permitted, provided that development on land close to residential areas will not have a materially detrimental effect on the living conditions of residents.
- 3.67 This policy also states that alternative uses, which will be considered on their merits, taking into account the factors set out below, include:
- a) Sui generis commercial uses, such as car showrooms, where they create job opportunities, assist in the regeneration of an employment area, or may enable the retention and/or expansion of existing firms and are proposed in conjunction with employment uses such as servicing and workshop facilities.
 - b) Complementary commercial and leisure uses, where suitable sites can be identified. 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 local firms or people working in the area.
- 3.68 Policy E3.1 states that development within both these categories will only be permitted if the extent to which the area can function as an Employment Area will be maintained or enhanced. Factors to be taken into account are job creation, the availability of land for employment uses and the compatibility of the proposed use with the use of the adjacent land for employment purposes. Proposals involving the following uses are likely to be deemed unacceptable: retailing, retail warehousing, airport related car parking and housing.

Policy E3.2 Refurbishment of Older Buildings in Employment Areas

- 3.69 This policy states that the Council will permit the refurbishment of mills and other buildings in Employment Areas for continued industrial or business use and that proposals for non-employment use may also be considered in the retention of a building that is listed or in a Conservation Area.

Policy E4.2 Office Conversion

- 3.70 This policy advises that within the Town Centre, District and Local Centres the Council will permit the conversion of appropriate buildings into office suites, subject to the consideration of other relevant UDP policies, including the protection of retail frontages.
- 3.71 The policy goes on to state that proposals for converting premises or parts of buildings outside these areas will also be allowed provided:
- a) The degree of intensification of use likely to arise is minimal;
 - b) The impact upon the highway network is acceptable and there is access to the site by sustainable transport modes;
 - c) The proposal is without adverse impact upon the character and environment of the surrounding area; and
 - d) Both Policies HP1.3 (Avoidance Of Loss Of Dwellings) and TD1.4 (Parking In Developments) can be satisfied.

4. Commercial Land Market

Introduction

- 4.1 This section provides an overview of the current property in Stockport for industrial and office floorspace and is informed by our local market knowledge which has been supplemented by discussions with property developers and agents active locally.
- 4.2 We provide below a summary of the market engagement that we have undertaken.

Engagement

- 4.3 In order to understand the current commercial property market in Stockport further, we approached 13 local commercial property agents to undertake a questionnaire, including: MBRE, JLL, Orbit Developments, DTRE, Quorum, Willsill, Gerald Eve, Avison Young, Savills, Knight Frank, Davis Harrison, Impey and LSH of which 6 responded.
- 4.4 The questionnaire was designed to understand the status of the commercial property market in Stockport at present, strengths and weaknesses of the market, perceived trends and desires for potential businesses and how the market could be strengthened moving forward. We summarise the key findings below.

Table 4.1 Outcome of Market Engagement

Performance of the commercial property market	- Market at a pivotal moment, COVID removed the regular trends, market more unpredictable. - Q1 was strong but Q2 quieter indicative of current uncertainty (inflation, Russia conflict etc) and occupiers becoming more risk averse with investment decisions. - Commercial market is strong with rental growth but lack of good quality space a key weakness (this is across whole of the northwest). - Industrial/warehousing always popular in Stockport but severely limited by lack of stock. - Office – previously struggled but demand is strong, supply is reducing, and quality is improving. Given growth in nightlife/reputation means area is now attracting new businesses.
Strengths that the Borough has that attract and retain businesses seeking commercial property	- Good transport links – West Coast mainline to Manchester and London, plus M60/airport links. - Good quality offices at a reduced price to Manchester city centre, with emerging nightlife – attractive for businesses wanting to incentivise staff with this social offering. - Good location for staff commuting to work – large labour supply able to access the area for work, with varied demographic and skill level of potential workers. - Industrial – historically affordable with good links which made it popular, but now rents are highest in northwest. Lots of businesses are now already established and want to stay.
Weaknesses that the Borough has that deter and put off businesses	- Lack of industrial/warehousing stock on market and in the pipeline – no room for growth or new businesses. - Poor perceived reputation of Stockport/town centre.

seeking commercial property	- Lack of public transport options in places and congestion on key routes can be off-putting for commuters. - Delays to planning system - causing schemes to become unfeasible and fall away.
Vacancy levels	- No vacancies for industrial/warehousing – anything that becomes available goes immediately. Occupiers having to travel elsewhere in Greater Manchester. - Demand has been strong for at least past 7 years, but especially high demand since COVID. - Office market – huge vacancies prior to 2/3 years ago when low quality buildings then converted to residential uses, which reduced stock. Better quality buildings coming forward with limited vacancies (estimate 90% occupied) and rents starting to creep up.
Popular areas	- Industrial – Historically Whitehill, Bredbury, Cheadle are popular areas, but any location is acceptable in current market. People know how restricted the market is and so are willing to be flexible - even poor locations outside of Stockport are fully let. - Office – no main cluster, all around the town centre. Historically Greek Street was a popular location and would probably still be first choice now, but also Exchange, retail core, orbit etc. Creatives want to be near marketplace.
Features which put off occupiers/end users	- Industrial – nothing as no stock, someone will take it (and are prepared to pay more for it). However small, poor-quality buildings or multi-story industrial uses will struggle to get occupiers as not practical spaces for modern users. - Office – price is key and also tenant puts off by low quality buildings with lack of parking and amenities.
Ways to improve the commercial property offer	- Creation of additional stock. - Need to review regeneration options within portfolios (brownfield sites). - Solve issues with airport related passenger delays during the early summer and easter holiday seasons as this is perceived to be bad for business and bleeds out into the market. - Improve commercial awareness and efficiency of planning system within SMBC – consult more local businesses/professionals when making policy decisions and be more flexible. - Refocus planning and leadership priorities at SMBC as too focused on residential at the detriment of commercial property pipeline.

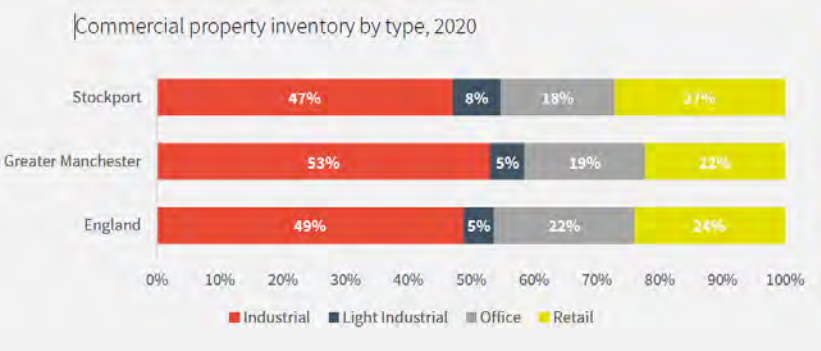
Source: CBRE, 2022

Stockport Property Market

- 4.5 In summary the general view is that the commercial market is very strong within Stockport at the moment with high demand and strong rental growth, and that it is still a very popular location for businesses due to good transport links and critical mass of existing businesses in the borough. The industrial/logistics market continues to be strong with high demand but Q2 has been quieter reflecting concerns around market uncertainty i.e. inflation etc but in spite of this available stock is occupied immediately showing resilience. The office market is starting to become more established offering a cheaper alternative to Manchester city centre and is seeing strong demand, improved quality and due to improvements in the town centres evening economy new businesses are being attracted.

- 4.6 However almost all agents felt that that there is insufficient supply in both industrial/logistics and office sectors and that not enough fit for purpose high-quality stock in the right locations is available nor in the pipeline to meet this demand. There is concern that if this is not addressed then occupiers will leave/not enter the borough, and small companies will follow when they need to expand.
- 4.7 The evidence base for the Stockport Economic Plan 2022-30 states that employment growth has become increasingly concentrated to the north of the borough. The greatest growth has occurred adjacent to the M60 to the east of the town centre and around Bredbury. This is likely to accelerate with large businesses such as the global chemical company, BASF moving its headquarters to Stockport town centre. Prioritising Bredbury as a key economic driver for the borough will be important to address social and economic challenges facing the north east of the borough.
- 4.8 It identified that office-based jobs account for the largest proportion of Stockport’s jobs, the borough’s specialisms and fastest growing sectors are in industrial and logistics roles - Public Admin, Education, and Health; and Financial and Professional services account for over 1 in 3 jobs in Stockport (38%). Despite this, the fastest growth has been within Warehousing and Logistics (+243%) and Utilities and Waste (+143%). This growth has cemented these sectors as significant local employment specialisms – with Stockport retaining higher concentrations of industrial and logistics employment than the national average.

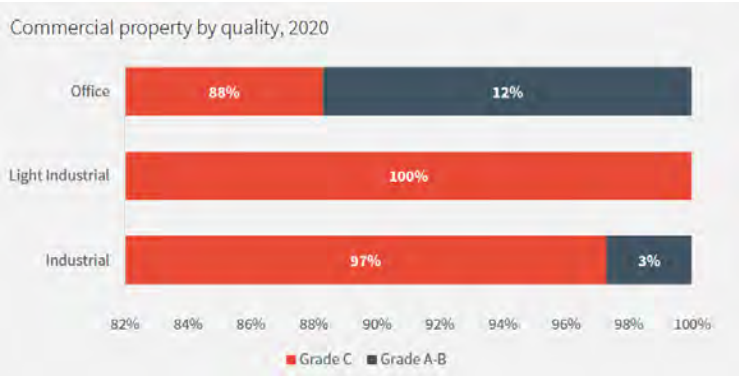
Figure 4.1 Commercial Property by Type, 2020



Source: HATCH/CoStar 2020

- 4.9 As identified in Section 2 there were sharp rises in office vacancies in 2020, however the quality of space could define Stockport’s future competitiveness. Almost half (47%) of Stockport’s commercial property is comprised of industrial space. However, based on the borough’s previous and forecast growth, it is likely to pivot towards office space in the future – with knowledge intensive businesses one of the borough’s principal growth sectors. To enhance Stockport’s competitiveness as a high value professional services destination, considering the quality as well as quantity will be critical across all space typologies. Currently, only 12% of Stockport’s office stock is Graded A or B, with only 3% of industrial space classified as of high quality.

Figure 4.2 Commercial property by Quality, 2020



Source: HATCH/CoStar, 2020

- 4.10 Commercial property vacancy rates in Stockport had been consistently low and falling since 2011 across all property typologies. Despite this, office vacancy rose sharply in 2020, potentially driven by companies choosing not to renew leases until the future of work and space requirements become clearer.

Figure 4.3 Vacancy Rate by Commercial Property by Type, 2010-2020



Source: HATCH/CoStar, 2020

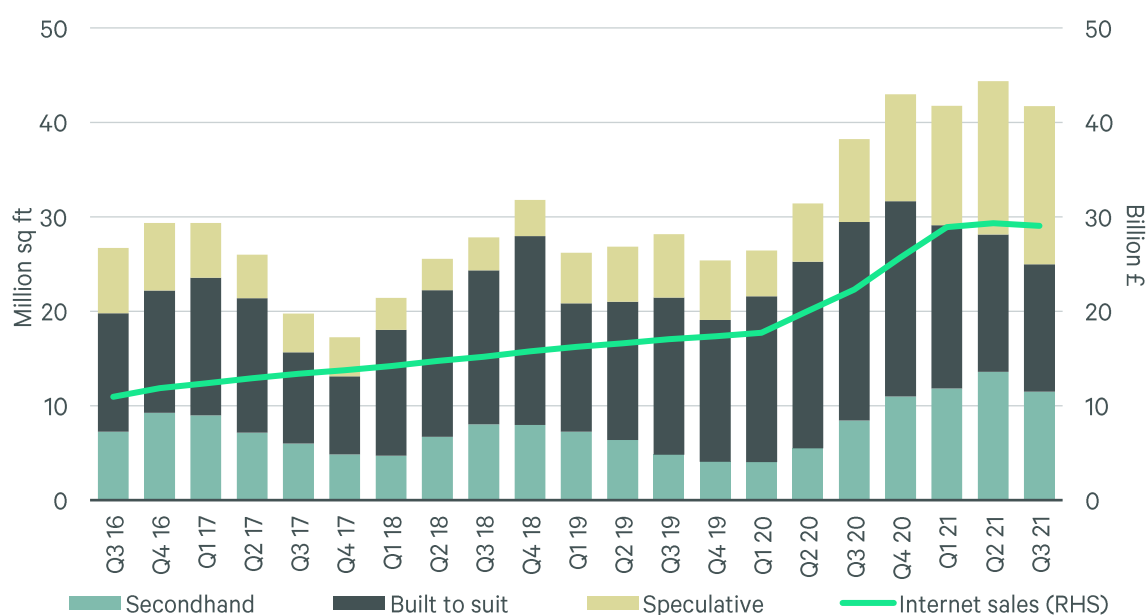
- 4.11 Whilst vacancies have increased, demand for property has remained largely unaffected - indicating a unique opportunity to capture post-COVID demand. Despite the ongoing uncertainty regarding the future of work and rising vacancies, sales and leasing deal flows have remained consistent over the last five years – reflecting strong market confidence that Stockport will be able to bounce back quickly from the pandemic.
- 4.12 Steady lease and sales completions across all commercial typologies suggests that the impact on Stockport's commercial property market has been far less severe than what has been seen in city centres such as London, Manchester, and Birmingham. As a result, the Economic Plan should look to capitalise on this resilient demand and post-COVID trend on businesses seeking space outside (but still well connected to) city centres.
- 4.13 We provide below an overview of the commercial market in Stockport and then specific national and local commentary of the current performance of the industrial and offices sectors.

National Overview – Industrial

- 4.14 The UK logistics market is expected to remain strong, with rental growth likely to continue throughout 2022 in all UK regions due to a significant demand and supply imbalance that will not be addressed in the short-term. However, the market does have its challenges, including planning, labour availability, rising construction costs and as we enter a new green world, sustainability and carbon reduction are now a given as part of developer's specification proposals.
- 4.15 The COVID pandemic triggered a record couple of years for the UK logistics sector and demand is showing no signs of slowing down. The lasting shift to e-commerce is bringing significant change to long-term logistics space requirements across the UK. In addition to the pure online retailers, 3PL distributors supporting the online channel and traditional 'high street' retailers upgrading their online offering, are adapting their supply chains to allow for efficient delivery to their customers.
- 4.16 We expect speculative developments to continue to increase. But the supply response will not be enough and new products will be quickly absorbed by occupiers. This will lead to accelerated rental growth across the UK in 2022. In some cases, principally in the South East and Midlands, we are likely to see continued double-digit growth as seen in 2021.

- 4.17 Continual outperformance is anticipated with aggressive bidding in the logistics market has been driving up prices and pushing yields down to historical lows. UK prime yields are forecasted to further challenge the current low of 3.5%, however the key focus for investors moving forward will be on rental growth.
- 4.18 Industrial and logistics volumes captured 30% of UK total real estate investment over the first nine months of 2021. Many records have been broken over the past two years, with 2020's highest annual investment volume already exceeded by the end of September 2021. Investors remain highly active as they seek to adapt their portfolios to suit the changing industrial requirements brought by evolving shopping patterns as well as ESG objectives. With a significant weight of capital seeking to be deployed in the sector, logistics investment is projected to remain high throughout 2022.

Figure 4.4 UK take-up vs internet sales (both rolling 12 months)



Source: CBRE Research, ONS (Internet retail sales, £ millions. All retailing), December 2021

- 4.19 The logistics sector is embracing ESG. ESG now sits high up on the criteria list for developers due to government mandates to meet carbon reduction goals. The ESG agenda is driven by doing the right thing in terms of the environment and wellness, but also for achieving the maximum level of revenue. Failing to do this will make units less desirable to potential tenants, reducing profitability, in turn attracting fewer investors.
- 4.20 Competition for urban logistics facilities around UK's major cities will increase as the shift to online continues and consumer expectations continue to challenge logistics providers. New regulations surrounding emissions, particularly in city centres will result in the increased use of electric vehicles. These fleets of electric vehicles bring the requirement for electric charging points, therefore going forwards urban sites will have lower site coverage due to the space required for these vehicles.
- 4.21 We're starting to see demand in London and the South East for multi floor industrial and logistics property which offers opportunity to maximise floorspace where site size and land supply is constrained. This will raise other issues around access of upper floors but it may be, viability and demand dependent, an option in the future for local authority areas with smaller available sites.
- 4.22 As unemployment levels shrink, labour shortages will continue and businesses are looking at ways to draw in and retain workers. This may include higher wages but more relevant is the working environment and quality of amenities on site.

- 4.23 Ongoing global supply chain disruption and the UK driver shortage are likely to stay key, affecting costs and stocks of building materials. Conversely this will also create logistics opportunities as occupiers revamp their networks to make them more resilient.
- 4.24 As automation and the use of robotics become increasingly prevalent, occupiers will require more green renewable power sources often to be generated onsite as the grid does not offer capacity to support them.

Figure 4.5 UK vacant space vs annualised rental growth



Source: CBRE Research (rental growth is the weighted average, calculated by rentable space), December 2021

- 4.25 Strong take up is expected to continue despite the lack of large (XXL) units above 500,000 sqft. After a year of record demand, patterns are expected to continue with record levels of space under offer. Occupier demand for the logistics market remains strong; driven by a wide range of potential occupiers from sectors including retail and wholesale, third party logistics, online retailing and engineering. The sector continues to benefit from the strong growth in e-commerce and changes in the retail sector driving the reduction in delivery times and placing importance on 'last-mile' delivery.
- 4.26 Based on data collected by CBRE we provide the following snapshot at Q2 2022, for logistics floorspace:
- Take-up of circa. 12.1 million sqft from 39 deals (YTD £22.56 million sqft and 80 deals);
 - 19.4 million sqft under offer;
 - 14.2 million sqft available;
 - 32.5 million sqft under construction;
 - £2.6 billion investment volume (YTD £5.8 billion);
 - £26 per sqft UK prime big box rent; and
 - 3.5% UK prime big box yield.
- 4.27 The national vacancy rate has fallen to a record low of 1.18% despite the increased supply response with take up at half year reaching a record high.

4.28 In spite of this there continues to be a misconception that the industrial and logistics sector provide average/low quality/value jobs/skill levels when in reality the sector provides economic, social and environmental benefits and diverse occupations which is on the increase. A recent report by Savills, on behalf of the British Property Federation aptly named ‘Levelling Up – The Logic of Logistics’ and describes the sector as an economic powerhouse, it concluded the following:

- Industrial and logistics facilities are critical national infrastructure alongside their supply chains in supporting the functioning of the economy i.e. moving food, fuel and medical supplies around the country;
- The sector generates significant economic benefits i.e. 3.8 million jobs in England, £232 billion of GVA and 29% productivity increase between 2025 and 2039;
- Offers diverse occupations with less managers and elementary roles and more immediate and tech occupations with pay higher on average than other manufacturing jobs;
- Insufficient land is being allocated in the right locations which nationally is suppressing demand by 29% which should be provided for in the future;
- Growing social value credentials as supply chains are far reaching and provide significant levels of employment in addition to onsite jobs;
- Investment in the sector is helping to support the government’s levelling up agenda with 70% of demand generated in the North and the Midlands the sector can be crucial in bridging the GVA and productivity gap between the north and the south;
- The sector can contribute to the delivery of new homes via the funding of strategic infrastructure such as motorway junction upgrades and link roads; and
- Can aid a green recovery as carbon is present across all three phases of the property life cycle i.e. embodied, operational and end of life carbon.

4.29 In summary the key messages for the industrial and logistics sector are:

- Contributes to the levelling up agenda in the North and the Midlands bridging the productivity and GVA gap.
- Provides diverse occupations and higher value/tech jobs dispelling sector misconceptions.
- Logistics demand will remain high as the macroeconomic recovery takes shape and further e-commerce growth is expected.
- Insufficient land being provided and Local Authorities need to proactively provide sufficient supply in accessible locations close to labour supply.
- Continued strong rental growth is anticipated as fierce competition creates a significant demand and supply imbalance. Though speculative development is at an all-time high it is insufficient to meet demand, hence vacancy rates remain low.
- Site availability, protracted planning processes and ongoing supply chain disruption are affecting construction costs and timings, making the supply response challenging.
- The repositioning of assets in the urban environment along with sustainability and ESG requirements are making way for new types of logistics assets.
- Multi-floor industrial/logistics facilities are starting to emerge in London/South East and this might provide opportunity in the North and Midlands to increase floorspace on smaller sites.
- Logistics investment volumes are projected to continue at high levels. With investors building rental growth into their modelling, competition for logistics assets will remain exceptionally strong.

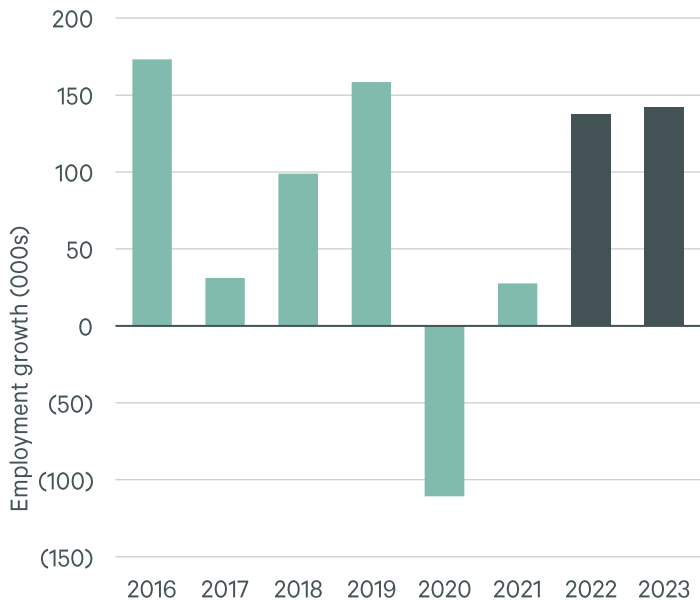
National Overview – Offices

4.30 The office sector expects to see leasing activity return to pre-pandemic levels during 2022 after the historic lows seen during the pandemic. The return of leasing activity will bring a new focus on high quality buildings

from corporate occupiers which will lead to the emergence of a two-tier market. Headcount is set to surpasses its pre-pandemic levels. We expect a total of 140,000 new office-based jobs to be created in the markets we forecast (big six plus London and the South East). This above level of trend growth will translate into expansionary demand for office space across the UK.

- 4.31 This expansionary demand will be coupled with pent-up structural demand as occupiers start to re-focus their occupational strategies after a long hiatus during the pandemic. As a result, leasing volumes will return to normal levels.
- 4.32 As take-up gets back to normal, a new normal will emerge. While leasing volumes will start to look like the old normal, the type of space demanded by occupiers and the way its used will be anything but the old normal.
- 4.33 ESG will take centre stage. In a recent CBRE survey, one out of every four respondents stated that sustainability goals are the most important factor in decision making. This finding is likely to manifest itself in higher demand for new, efficient buildings – the so-called flight to quality – which will speed up the obsolescence of ‘brown’ buildings while at the same time increasing the desirability of ‘green’ buildings. This will lead to greater polarisation in the market.

Figure 4.6 UK office-based employment growth forecasts



Source: CBRE Research/ONS. Covers big six office markets plus Central London and South East

- 4.34 A new way of working has arrived with many companies offering flexible via hybrid working. The determining factor driving these decisions are culture and leadership.
- 4.35 The impact on talent is yet to be proven either way. However, there is mounting evidence suggesting that employees would turn down a job offer that does not include a work from home option. The three key themes for 2022 are fluid workforce, magnetising the office and a recalibration of space.
- 4.36 Universal remote work over the pandemic has led to a reconsideration of the purpose of the office. Longer term, our research indicates that the majority of large companies desire an equal mix of time in and out of the office. Employees also have a preference to continue to work flexibly with between two to three days a week in the office.

- 4.37 There is no one-size-fits-all approach to cater for hybrid working. By far the most popular approach involves setting guidance for who can, or should, in the office and when. This ‘hybrid work with guardrails’, is being pursued by 78% of large companies with 10,000 or more employees.
- 4.38 To facilitate this approach, companies will be reliant on accurate and real time utilisation data from sensors and other forms of smart building infrastructure. Combining this insight with dynamic scheduling, where employees are allocated space based on work pattern, will provide the predictive analytics that companies need to shape a more agile and on-demand workplace.
- 4.39 Employee expectations and expanded technology infrastructure will force the consumerisation of the office experience. We see this reflected in increasing prop-tech investment, up 22% on last year, and the wide-spread employee sentiment supporting hybrid work. Many companies are seeing the need to focus on experience as a way ‘magnetise the office’ and attract employees back.
- 4.40 ESG policy will be increasingly important in building selection and office investment as companies work towards meeting environmental and social commitments. Combined with an increased focus on healthy design as a means to ensure safety and improve performance, leading organisations will seek to create meaningful experiences by intentionally aligning their workplace to meet space, relational, and culture needs.
- 4.41 This will inevitably lead to higher occupancy costs per seat as enhanced services, functionality, and technology create a more consumer-oriented workplace. However, we expect this to be offset by smaller footprint requirements for those companies that employ hybrid working.
- 4.42 The primary reason employees cite for coming to the office in the future will be team connection and community. And companies will want to make the most of time spent face to face in the office. So future space allocations will reflect more collaborative, social space standards. But we have a long way to go. Our research of 40 corporate clients tells us that on average only 13% of office space is dedicated to collaboration. The balance of space is allocated to individual workspaces such as open plan desking and enclosed office at 53% with support space (24%) and amenity space (10%) making up the remainder.
- 4.43 The move from ‘Me’ to ‘We’ space allocation will require collaboration allocations to increase to between 25-40% depending on anticipated show-up rates. The more time spent in the office, the greater the need for ‘Me’ workspace to support individual modes of work. This change in workplace allocation will not be made overnight but we do anticipate that it will be an increasing consideration in office design requirements going forward.
- 4.44 We expect that towns and city centres will continue to be the preferred locations for the office market going forward with supply clustered in close proximity to existing prime Grade A accommodation and/or as part of regeneration areas where new supply is planned.
- 4.45 Demand for core product has caused yields to fall. Against expectations, prime yields compressed in many UK office markets in 2021. The headline prime office yield for the UK (representative of the West End core markets of Mayfair and St James’s) stood at 3.25% at the end of Q3 2021. The UK prime yield remained higher than the equivalent for other major European countries such as Germany (2.55%), France (2.6%), Netherlands (3.0%) and Italy (3.0%), but is at its lowest level on record. This means that relative to competitor markets, UK offices provide more attractive returns to cross-border core investors, but many investors will now find it difficult to hit their target return levels. This will lead many purchasers to move up the risk curve - to higher yielding prime office property in non-core markets or cities outside of London, or by assuming development or leasing risk.
- 4.46 Based on data collected by CBRE we provide the following snapshot at Q1 2022, for offices floorspace:
- Office take-up across the UK Markets totalled 1.3m sqft in first quarter of 2022, representing an increase

of 39% on the Q1 2021 total.

- Demand for high quality space remained strong, with five of the six largest deals during the quarter taking place in new or early marketed space.
- Availability across the UK Markets increased by 7% but newly completed and new early marketed supply remained low as occupiers continue to seek out the highest quality space.

4.47 In summary the key messages for the offices sector are:

- Office market take-up will return to trend levels driven by healthy levels of job growth and the release of pent-up demand.
- ESG will take centre stage as occupiers focus on acquiring the highest quality, greenest buildings available. This flight to quality will lead to a divergence in performance between prime and secondary stock.
- 2022 will continue to be a year of flux as companies test out new occupational strategies. This will include hybrid working but discussions about the future of the office will continue.
- More flexible working patterns and the drive to attract employees back to the office will mean that occupiers place greater emphasis on curating great ‘work experiences’ through integrated space, technology and service.
- The UK office investment markets will be boosted by the continuing loosening of travel restrictions. We expect investment volumes to increase by c.20% year-on-year.

5. Supply

Introduction

- 5.1 The previous 2018 ELR undertook a comprehensive assessment of the existing portfolio of employment areas in Stockport focused on allocations and sites/premises under construction for Class E offices, B2 & 8 uses. This has been reviewed and updated (Appendix II) and will inform SMBC's plan/policy making. This also identifies existing employment areas that are no longer suitable for future employment uses and could therefore be considered for alternative uses.
- 5.2 In summary there has been little change since 2018 in the existing employment land supply much of which is in active E/B2/B8 use and is safeguarded for continuing employment use.
- 5.3 The assessment of existing employment land focuses predominantly on the following:
- Employment Land Allocations – sites which are allocated or suitable for E, B2 and B8 uses in Local Policy terms, for example falling within a Policy Guidance area; and
 - Sites/premises under construction or with extant planning permission for E, B2 or B8 uses – also includes sites with lapsed planning permission for employment uses as these comprise the extant use of these sites.
- 5.4 As part of the research into the current employment land position, the assessment of employment areas within the Borough has been reviewed and updated to gain a current understanding of the overall standard of accommodation within the Borough and to assess individual sites in terms of their suitability for employment use. Completed proformas are provided at Appendix II.
- 5.5 The existing employment areas were assessed and scored on the following basis:

Table 5.1 Site Assessment Criteria

Market Performance	Including consideration of vacancy levels, development activity and market interest.
Viability for Employment Use	Suitability of the site and existing building stock and whether the site would require significant investment.
Suitability of the Surrounding Area	Whether employment development/use would be appropriate alongside existing uses in the surrounding area.
Ownership Constraints	Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.
Local Amenities / Facilities	Accessibility and proximity of the site to local amenities/ facilities.
Access to Strategic Transport Network	Accessibility of the site via the strategic transport network (road and rail) (not immediate site access).
Quality of Infrastructure	Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.
Accessibility by Non-Car Modes	Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.
Previously Developed	Whether the site is previously developed land, or greenfield land.

Known Environmental Constraints	Whether the site is likely to be affected by known environmental constraints.
Planning Status	Whether the site has planning permission for employment development and any other relevant planning history.
Policy Considerations	Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.
Priority Areas	Whether the site lies within an area that is subject to an area-based regeneration or development initiative.

Source: CBRE, 2022

- 5.6 The existing employment areas qualitative assessment has scored sites between 1-3 for each of the above criteria (1 being the poorest score and 3 being the highest score). The total score for each site appraisal would be in the range of 13-39. The total scores for each area appraisal have been determined as follows:

13-21	Poor
22-30	Moderate
31-39	Good

- 5.7 The detailed proformas for each employment area is provided in Appendix II.

Existing Supply

- 5.8 The employment areas assessed as poor are identified in Table 5.2 below with mill buildings highlighted in blue. Subject to further assessments it is these sites that could be considered for alternative uses.

Table 5.2 Poor Quality Areas

No.	Name	Area (ha)	Allocation	Use	Score
14	Hallam Mill Complex	0.91	None	E/B2	21
28	Bramhall Oil Terminal	11.1	None	B8	21
31	Demmings Road & Brookfield Business Park	2.15	Mixed	E	20
44	Station Road, Reddish North	9.53	Mixed	E/B2/B8	19
50	Aqueduct Business Park	0.93	None	B2/8	19
51	Westwood Trading Estate	1.43	None	B2/8	21
52	Railway Road	1.5	None	B2/8	21
53	Hawk Green Industrial Estate	3.76	Employment	B2/8	19
67	Oakwood Mill, Romiley	0.47	None	Sui-generis	20
68	Blackbrook Trading Estate	1.41	Residential	E/B2/B8	22
		33.19			

Source: CBRE, 2022

- 5.9 The employment areas assessed as moderate are identified in Table 5.3 below. The lower scoring sites in this category could be considered for alternative uses subject to further assessments.

Table 5.3 Moderate Quality Areas

No.	Name	Area (ha)	Allocation	Use	Score
2	Vernon Mill and Industrial Estate	7.06	Employment	B2/8	29
3	Albion Mills and surrounds	5.12	Employment	B2/8	25
4	London & North Western Railway Goods House	0.92	Employment	B8	29
6	Meadow Mill	4.01	Employment	B2	29
7	Water Street	1.2	Employment	B2/8	27
8	Avenue Street and Knightsbridge	2.07	Mixed	B2	26
9	Joules Court and Canal Street	1.12	Mixed	B8	22
11	Thomas Street West	1.88	Mixed	B2	26
12	Swallow Street	1.06	Mixed	B8	27
15	Adswood Road Industrial Estate	1.77	Residential	B2	25
16	Avondale & Kensington Road Industrial Estate	0.52	None	B2	24
18	Chestergate Road	8.83	Employment	E/B2/B8	29
19	Dean Print	1.89	None	B2	28
20	Heathside Park	2.56	None	E	29
22	Hempshaw Business Park	0.68	None	E/B8	23
24	Woodbank Works Industrial Estate	1.74	None	B2/8	22
25	Adcroft Street and surrounds	17.7	Mixed	E/B2/B8	24
26	Adswood Road Biomass site and surrounds	30.3	Employment	B2	28
27	Woodford Aerodrome	10.1	Employment	None	27
29	Stanley Green	9.68	Employment	B2	26
30	Station Road, Cheadle Hulme	4.1	Mixed	E	28
33	Lombard House, Cheadle Place & surrounds	2.49	None	E	29
35	Southgate Business Park	0.9	None	E	28
36	McVities Factory	6.35	Employment	B2	26
37	Crossley Park & Discovery Park	18.9	Employment	E/B2/B8	29
38	Brent Road & Rooth Street	8.3	Employment	B8	26
40	Embankment Business Park	14.8	Employment	E/B2/B8	29
46	Whitehill	30.6	Employment	B2/8	30
47	Broadstone Mill	3.99	Employment	A1/D2/E/B2/B8	25
48	Coronation Street & Reuben Street	6.94	Employment	B2/8	29
54	Melford Road, Hazel Grove	8.92	Employment	E/B2/B8	25
55	Marsland Street, Hazel Grove	0.19	None	B2	22

56	Pepper Road	17.2	Employment	E/B2/B8	30
58	Newby Road	17.4	Employment	E/B2/B8	29
59	Sandhurst Road	0.51	None	B2/8	23
62	Pear Mill	3.33	Employment	B8/retail/leisure	28
63	Stockport Road West	4.72	None	B2	25
64	Welkin Mill	2.76	None	B2	26
65	Chadkirk Industrial Estate	5.12	Employment	E/B8	28
66	Green Lane Business Park	1.42	Mixed	A1/B2/8	24
69	National Trading Estate	0.48	None	B2	23
		269.15			

Source: CBRE, 2022

- 5.10 The employment areas assessed as good and to be retained in active employment use are identified in Table 5.4 below.

Table 5.4 Good Quality Areas

No.	Name	Area (ha)	Allocation	Use	Score
1	Cromer Street Industrial Estate	2.27	Employment	B2/8, limited E	30
5	S:Park Phases 1-3	4	Employment	E/B2/B8	34
10	Shawcross Street	3.59	Mixed	E	31
21	Aurora Business Park	8.22	Employment	B2/8	34
32	Bird Hall Lane	41.7	Employment	B2	33
34	Cheadle Royal Business Park	29.61	Employment	E	30
39	Brighton Road Industrial Estate	2.4	Mixed	B2/8	32
41	Stockport Trading Estate	5.64	Employment	B2/8/trade counter	32
42	Kings Reach Business Park	9.01	Employment	E/car sales	33
43	Acorn Business Park	1.04	Employment	None	31
45	Houldsworth Mill	2.03	None	E/B2/B8	31
57	Rhino Court	2.2	Employment	E/B2/B8	31
60	Bredbury East	74	Employment	E/B2/B8	35
61	Bredbury West	30.5	Employment	B2/8	32
		216.21			

Source: CBRE, 2022

- 5.11 Detailed proformas for each site are provided at Appendix II with their geographical location in the Borough at Appendix I.

Conclusions on Qualitative Assessment

Existing Employment Sites

- 5.12 The qualitative assessment of supply show that whilst some employment sites within the Borough benefit from being planned and designed in a coherent and comprehensive manner, many other smaller and older sites appear to have grown organically over a long period of time.
- 5.13 General key issues associated with the sites assessed relate to quality of stock, access and connectivity, conflicts with surrounding uses; Infrastructure and amenity. Sites that score highly generally perform well in respect of these key criteria, whilst poorer scoring sites tend to display fundamental issues relating to 2 or more of the above criteria.
- 5.14 However, many poorer quality employment sites appear to be well occupied from the outside. This is interesting and suggests that whilst employment sites are occupied, individual units in some cases are not always utilised efficiently and the accommodation could be used more intensively.
- 5.15 We consider that this is further indication that there is a lack of suitable stock. This in turn, will restrict the ability of some local businesses to find more suitable premises meaning that (as a result of a lack of options) some businesses will be required to occupy lower quality accommodation than they would ideally require.
- 5.16 Another issue identified is that whilst occupancy levels within employment sites are good (considering the quality of some of the sites) many industrial employment sites have a relatively large proportion of non-traditional employment uses that whilst generating employment, do not specifically fall within a E/B2/B8 use-class. These could typically include (but are by no means limited to) use such as: go karting, crèches/nurseries, retailing and gym/fitness centres.
- 5.17 It is recognised that these uses do make an important contribution to the overall economy of Stockport Borough as well as the local communities which they serve.
- 5.18 In addition, it is accepted that in some instances (especially in respect of historic and sensitive buildings) these uses are essential to ensure the ongoing sustainable performance of certain employment sites and buildings.
- 5.19 Notwithstanding this, it is considered that the growth of these non-traditional employment uses over recent years adds to an overall ad-hoc and unplanned character to some employment areas and reduces the level of employment land that can be used for traditional employment purposes. It is a common view that this is likely to reduce the market attractiveness of some employment areas.
- 5.20 It is recommended that an individual review of key employment sites and their layout should be undertaken to understand how the increase of non-traditional employment uses within their boundaries is affecting them individually.
- 5.21 As set out in national and local policy a suitable variety of employment sites should be provided to cater for the needs of both traditional and non-traditional employment generating uses. It is therefore considered that some degree of policy flexibility to enable non-traditional uses in employment areas is appropriate in cases where it is shown that the benefits to the local economy

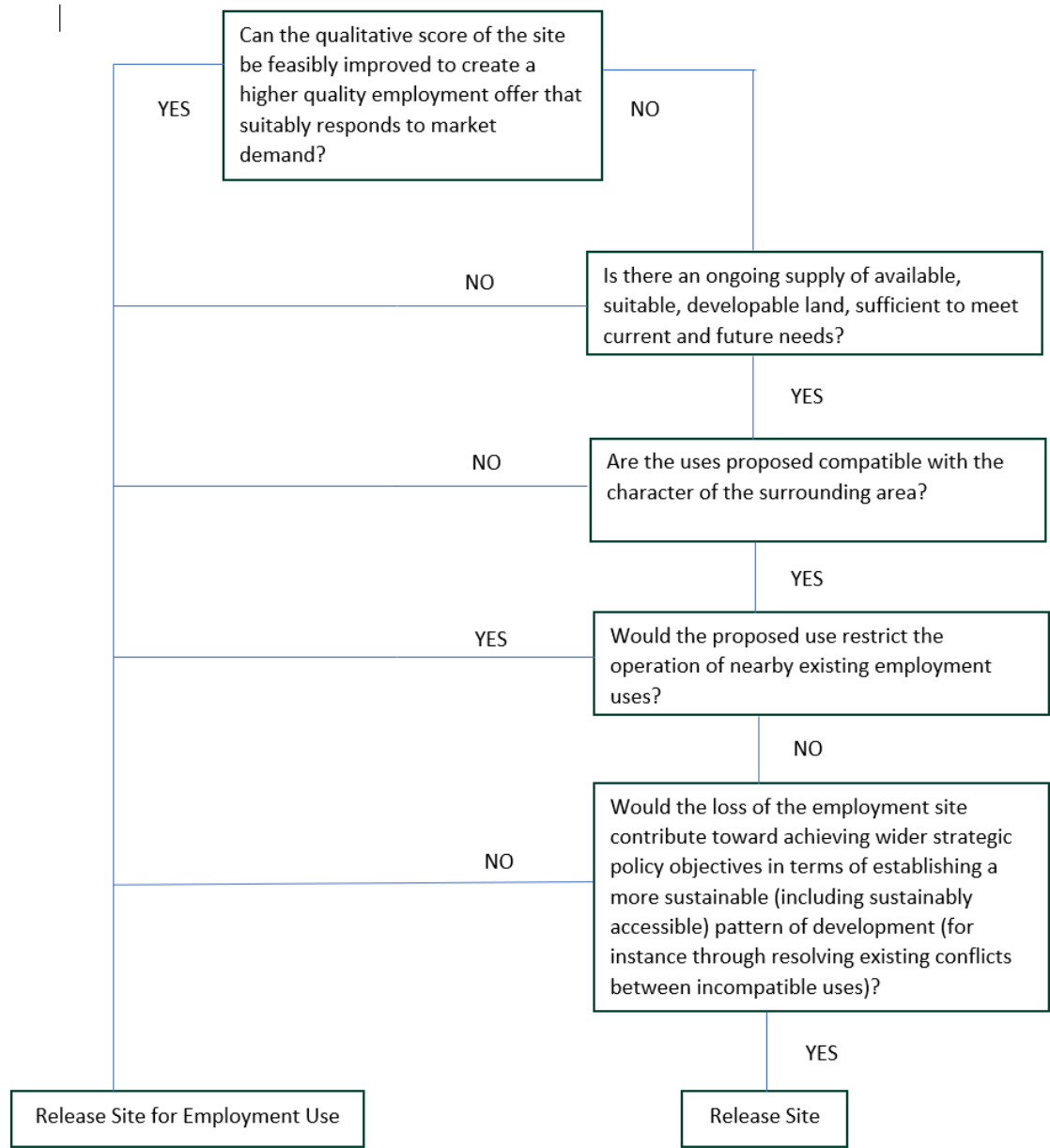
are capable of outweighing the harm.

- 5.22 In parallel, it is recommended that the assessment of the balance between the positive and negative impacts of specific proposals should also be used to resist against further non-traditional employment uses on a site-by-site basis, where the harm to the employment cluster would clearly outweigh the immediate benefits of increased diversity and immediate non-traditional employment generation.

Improving Stock

- 5.23 The findings indicate that there is a need for additional, better quality, well located stock across office and industrial sectors. Without intervention, it is expected that the overall stock quality will continue deteriorating following the trends observed in the past years, adversely impacting the ability of the Borough to attract and retain high-economic value businesses.
- 5.24 Work undertaken in respect of future floorspace and employment land requirements suggests that it is highly likely that this better stock could be provided through the upgrade of underperforming employment sites within the M60 Gateway Area.
- 5.25 It is suggested that a programme of rationalisation is undertaken. This should include identifying key 'good' and high-performing 'moderate' sites in good locations and maximising their attractiveness through improvements to access, infrastructure, amenity and stock. The Local Plan via Policy AED3 will protect employment areas for employment generating uses given likely interest from non-employment uses such as residential.
- 5.26 Where possible, opportunities could be sought to re-provide poorly located stock within better performing employment areas. This could enable the release of some poor quality sites in unsuitable employment locations for alternative uses.
- 5.27 This rationalisation program may need to be supplemented by the release of greenfield sites in strategic locations if green belt and other related transport considerations can be overcome. Subject to the sites put forward being appropriate, it is considered that this could have a positive impact on economic activity in the Borough and should be considered within emerging growth policies.
- 5.28 We provide the following advice to SMBC on a process that can be referred to when considering planning applications and determining whether a site can be retained for employment or released. It is considered that the application of these assessment criteria along with a detailed review of the qualitative site assessment would provide the necessary grounds for the determining whether a site should be released from employment use.

Figure 5.1 Assessment criteria for release of employment sites



Source: CBRE, 2022

Mill Buildings

- 5.29 According to data compiled by SMBC Stockport 48 mill buildings some of which offer employment floorspace. Some of these mills (9) were included in the assessment of existing supply referred to above.
- 5.30 Of the 9 we assessed 8/9 of the mill buildings fall within the poorer or moderately performing sites. In spite of this many of these mill buildings are well used with multiple occupancy of traditional B class employment, mixed use i.e. retail, leisure and digital businesses and some residential in part/full as part of a change of use/refurbishment programme. These mill buildings do provide relatively cheap space to businesses operating on low margins that cannot afford higher quality/price space. These businesses can still play an important role in supporting local employment.
- 5.31 All mill buildings including those not assessed are monitored by SMBC. For many no action is proposed as many generally experience high levels of vacancy and as such they are often the subject of very little

investment. As a result of this lack of investment, stock is slowly becoming less and less suitable for employment use and some are increasingly being considered for residential refurbishment/conversion.

- 5.32 These facilities are generally poorly located, in a poor state of repair and would require significant investment to bring them into suitable condition. In addition many mill sites are subject to heritage restrictions (within Conservation Areas, subject to national and local listings etc) making redevelopment more difficult.
- 5.33 Due to the condition, format and layout of many mill buildings it is considered that much of the space within these buildings is simply unsuitable for employment uses. This level of vacancy is unsustainable given current pressures on land within the Borough and steps will need to be taken to ensure that these vacant spaces are utilised more effectively. Successful mill buildings are generally characterised by having:
- Proactive landowners
 - Significant investment;
 - Anchor occupiers;
 - Large areas of business incubation space; and/or,
 - Large areas of “non-traditional employment” leisure & retail floorspace.
- 5.34 Given the limited availability of investment for this type of product, as well as limited interest from traditional class occupiers, we consider that it is unlikely that investment opportunities or interest from relevant occupiers will be sufficient to address current vacancy levels.
- 5.35 Viability is a key issue facing the ongoing maintenance and management of mill buildings and retaining employment use at many mill locations will be difficult without large-scale investment and significant works to buildings to improve the format of space. Without investment or regeneration, vacant mill stock will deteriorate further. As such, it might in some cases be reasonable to enable the release of mill buildings for non-employment uses.
- 5.36 Importantly, given the fact that this trend is characterised by widespread market failure, it is considered that the issue could benefit from some degree of public sector intervention.
- 5.37 Specific measures would need to be considered by Stockport MBC in further detail, however interventions could include:
- Preparation of bespoke business plans for certain key assets, which would set-out the most appropriate route to delivery of improvements for the properties, assessing whether demolition or upgrade is most appropriate, what the mix of uses could be and a route to delivery, based on engagement with the landowners.
 - Direct public involvement in the redevelopment or upgrade of buildings. This might be achieved by purchase and self-delivery, however careful consideration would be required in order to assess the cost/benefits of such an approach.
- 5.38 It is worth noting that the current policy context provides considerable support for the redevelopment/repurposing of mill buildings, and there is clear scope to use resources from bodies such as Historic England and Homes England in projects where their involvement would be relevant.
- 5.39 As such, there would be a role for SMBC to act as a facilitator of the improvement of stock, linking landowners with supportive public organisations and providing an adequate regulatory framework to unlock projects on a site-by-site basis.
- 5.40 The following section considers what the demand for employment land could be over the plan period.

6. Future Requirements

- 6.1 In this section we identify the potential future quantum of employment land required for offices (E) and industrial/warehousing (B2/8) uses within Stockport Borough Council (SMBC) up to 2039.
- 6.2 We have looked at two potential scenarios based on econometric demand models over the period 2019/200-2040/41.
- 6.3 For the purposes of this ELR we have focussed on the 17 year Local Plan period (2022/23-2038/39) and three scenarios which consider historic take up rates.

Approach to Forecasting Demand

- 6.4 We initially prepared two employment growth demand forecasts using industry standard econometric data from Oxford Economics. This included:
 - The Oxford Economics (OE) Forecasting Model October 2021) which was utilised to inform the Economic Plan (2022-2030) prepared by Hatch on behalf of Stockport Council; and
 - The Greater Manchester Forecasting Model (GMFM) dated April 2019 that has informed the Greater Manchester Spatial Framework for the Combined Authority which provided specific forecasts for Stockport.
- 6.5 The OE data used to inform the Economic Plan was produced for the period to 2040 whereas the GMFM data was produced up to 2039 and extrapolated to 2040 for consistency.
- 6.6 The Oxford data specifically focusses upon population and economic forecasting for Stockport Borough and forecasts population growth and employees in employment by business sector. The model utilises historic economic data along with trend analysis based on established economic theory and has been widely used by Local Authorities in the preparation of ELRs. From this we have been able to calculate a floorspace need from employment land and translate this into land requirements and we explain this approach below.
- 6.7 Following this we undertook an assessment to compare the outcomes of the demand models against how we would expect the property market to perform to provide a degree of validation for the forecasts. This was considered in light of historic take up and trend analysis and we applied three market scenarios (weak, average and strong) of how the market performed during a nine year period (2012/13-2020/21). We compared the outcome of this process with that of the demand models and advise on what quantum of demand the Local Plan should look to provide for in the Local Plan period 2022-2039.

Calculating a Land Requirement

- 6.8 There are three steps to translate the two Oxford economic forecasts into a land requirement as follows;
 - Stage 1: Employment Projections 2022/23-2038/39 by E (office), B2 and B8 use class;
 - Stage 2: Converting projected jobs into floorspace; and
 - Stage 3: Converting floorspace into hectares.

Stage 1: Employment Projections up to 2039

- 6.9 The forecast models provide as an output the future employee numbers by sector. The employee numbers used are based on the 2007 Standard Industrial Classification (SIC). Those uses that are not deemed to be

traditional employment uses (i.e. those uses highlighted within the SIC Codes which create employment but are not considered to fall within E, B2 and B8 use classes) are excluded. These include agriculture forestry, fishing; mining and quarrying; electricity, gas, steam and air conditioning supply; wholesale and retail trade; accommodation and food service activities; education; human health and social work activities; arts, entertainment and recreation; and other service activities. This leaves the sectors included being those in Table 6.1 below.

Table 6.1 – Sectors driving employment land demand (E/B2/B8)

Sectors	Use Class
Information & communication	E
Financial & insurance activities	E
Real estate activities	E
Professional, scientific & technical activities	E
Administrative & support service activities	E
Public administration & defence	E
Water supply; sewerage, waste management	B2
Construction	B2
Transportation & storage	B8

Source: Oxford Economics 2019/CBRE 2022

- 6.10 The employment projections by use class up to 2038/2039 for both models are provided within Table 6.2 below.

Table 6.2 Projected jobs by Sector for Stockport Borough up to 2039

Sectors	Model	Use Class	2022/23	2038/39	Change	% Change
			sqm			
Information & communication	OE	E	5,290	5,460	170	3.21%
	GMFM		8,300	8,200	-100	-1.20%
Financial & insurance activities	OE	E	5,240	5,140	-100	-1.91%
	GMFM		5,700	5,500	-200	-3.51%
Real estate activities	OE	E	1,780	1,840	60	3.37%
	GMFM		2,800	3,100	300	10.71%
Professional, scientific & technical activities	OE	E	15,390	18,680	3,290	21.38%
	GMFM		14,800	17,500	2,700	18.24%
Administrative & support service activities	OE	E	2,340	2,900	560	23.93%
	GMFM		15,400	18,800	3,400	22.08%
	OE	E	4,540	4,100	-440	-9.69%

Public administration & defence	GMFM		5,100	4,600	-500	-9.80%
Manufacturing	OE	B2	9,970	6,800	-3,170	-31.80%
	GMFM		11,200	8,100	-3,100	-27.68%
Water supply; sewerage, waste management	OE	B8	640	580	-60	-9.38%
	GMFM		700	600	-100	-14.29%
Construction	OE	B8	5,510	6,290	780	14.16%
	GMFM		9,000	10,100	1,100	12.22%
Transportation & storage	OE	B8	6,080	6,060	-20	-0.33%
	GMFM		4,400	4,400	0	0.00%

Source: Oxford Economics 2019/CBRE 2022

(OE – Oxford Economics Forecasting model & GMFM – Greater Manchester Forecasting model)

Key - sectors that are expected to see a reduction in the number of jobs over the plan period

- 6.11 Employment in admin and support service activities is forecast by the OE model to increase by nearly 24% over the plan period (22% GMFM) with double digit percentage growth also forecast in other E class sectors including service based professional, scientific and technical (E jobs) with increases of over 21% (OE) and 18% (GMFM) over the plan period and construction.
- 6.12 Both forecasts predict manufacturing employment (B2) to contract by over 27% during the plan period. A reduction in job numbers are also expected in the water supply industry (B8).
- 6.13 Table 6.3 breaks this down further by use class showing the total projected change in job numbers within Stockport between 2022/23 and 2038/39.

Table 6.3 Projected jobs by Use Class Sector for Stockport Borough up to 2039

Model	Use Class	2022/23	2038/39	Change	% Change
		sqm			
OE	E	34,580	38,120	4,960	14.76%
GMFM		52,100	57,700	8,400	16.83%
OE	B2/8	22,200	19,730	-3,210	-14.15%
GMFM		25,300	23,200	-2,300	-9.06%

Source: Oxford Economics 2019/CBRE 2022

Key - sectors that are expected to see a reduction in the number of jobs over the plan period

- 6.14 At a use class level expected levels of employment are expected to grow over the plan period for E but to contract for B2/8 employment. However, these broad forecast trends clearly hide finer variation at a sector by sector level as shown in Table 6.2.

Stage 2: Converting jobs into floorspace

- 6.15 Once individual employment sectors have been identified and have been allocated Use Classes, it is possible to convert employment figures into floorspace requirements. This is undertaken by using the following industry standard employment densities.

Table 6.4 – Employment Densities

E	Financial and Professional	11 sqm per employee
E	General Office Figure (Blended)	12.5 sqm per employee
B2	General Industrial Buildings	36 sqm per employee
B2	Light Industry	47 sqm per employee
B8	Warehousing	77 sqm per employee

Source: Oxford Economics 2019/CBRE 2022

- 6.16 Taking account of these employment densities, the employment projections in Table 6.2 can be converted into floorspace as identified below in Table 6.5.

Table 6.5 Projected floorspace by Sector for Stockport Borough up to 2039

Sectors	Model	Use Class	2022/23	2038/39	Change	% Change
			sqm			
Information & communication	OE	E	66,125	68,250	2,125	3.21%
	GMFM		103,750	102,500	-1,250	-1.20%
Financial & insurance activities	OE	E	57,640	56,540	-1,100	-1.91%
	GMFM		62,700	60,500	-2,200	-3.51%
Real estate activities	OE	E	19,580	20,240	660	3.37%
	GMFM		30,800	34,100	3,300	10.71%
Professional, scientific & technical activities	OE	E	169,290	205,480	36,190	21.38%
	GMFM		162,800	192,500	29,700	18.24%
Administrative & support service activities	OE	E	29,250	36,250	7,000	23.93%
	GMFM		192,500	235,000	42,500	22.08%
Public administration & defence	OE	E	56,750	51,250	-5,500	-9.69%
	GMFM		63,750	57,500	-6,250	-9.80%
Manufacturing	OE	B2	468,590	319,600	-	-31.80%
	GMFM		526,400	380,700	-	-27.68%
Water supply; sewerage, waste management	OE	B8	30,080	27,260	-2,820	-9.38%
	GMFM		32,900	28,200	-4,700	-14.29%
Construction	OE	B8	198,360	226,440	28,080	14.16%
	GMFM		324,000	363,600	39,600	12.22%
Transportation & storage	OE	B8	468,160	466,620	-1,540	-0.33%
	GMFM		338,800	338,800	0	0.00%

Source: Oxford Economics 2019/CBRE 2022

Key - reduction in floorspace required over the plan period

- 6.17 By combining floorspace figures together in terms of the five bespoke density conversions shown above, it is now possible to establish overall figures for E class Office and B2/8 Industrial/Warehouse floorspace.

Table 6.6 Projected floorspace by Employment Use Class for Stockport Borough up to 2039

Model	Use Class	2022/23	2038/39	Change	% Change
		sqm			
OE	E	398,635	438,010	39,375	9.88%
GMFM		616,300	682,100	65,800	10.68%
OE	B2/8	1,165,190	1,039,920	-125,270	-10.75%
GMFM		1,222,100	1,111,300	-110,800	-9.07%

Source: Oxford Economics 2019/CBRE 2022

Key - reduction in floorspace required over the plan period

Stage 3: Converting floorspace into hectares

- 6.18 Once the overall floorspace has been established, it is possible to convert the floorspace figures into hectares by applying density rates. The density rates applied to floorspace are as follows:
- Office Floorspace: 4,000sqm/hectare; and
 - Industrial/Warehouse Floorspace: 4,500sqm/hectare.
- 6.19 This calculation assumes that a building occupies 40% (Office)/45% (Industrial) of the total plot of employment land, with the remainder of the site taken up with car parking, landscaping and other ancillary uses. It is appreciated that these figures can be subject to significant variations based upon the location of an individual plot and the uses proposed within the plot, however this assumption is made in line with other studies and industry benchmarks. It should be noted that if office space demand was specifically orientated towards town centres for policy or regeneration needs then this is likely to be developed at higher percentages as a result of tall office buildings with increased floorspace on smaller plot areas.
- 6.20 Upon applying these factors to the overall employment figures, the employment land requirement in hectares can be established as shown in Table 6.7 below for E class Offices and B2/8 Industrial/Warehouse space plus the cumulative change.

Table 6.7 Projected land by Use Class for Stockport Borough up to 2039

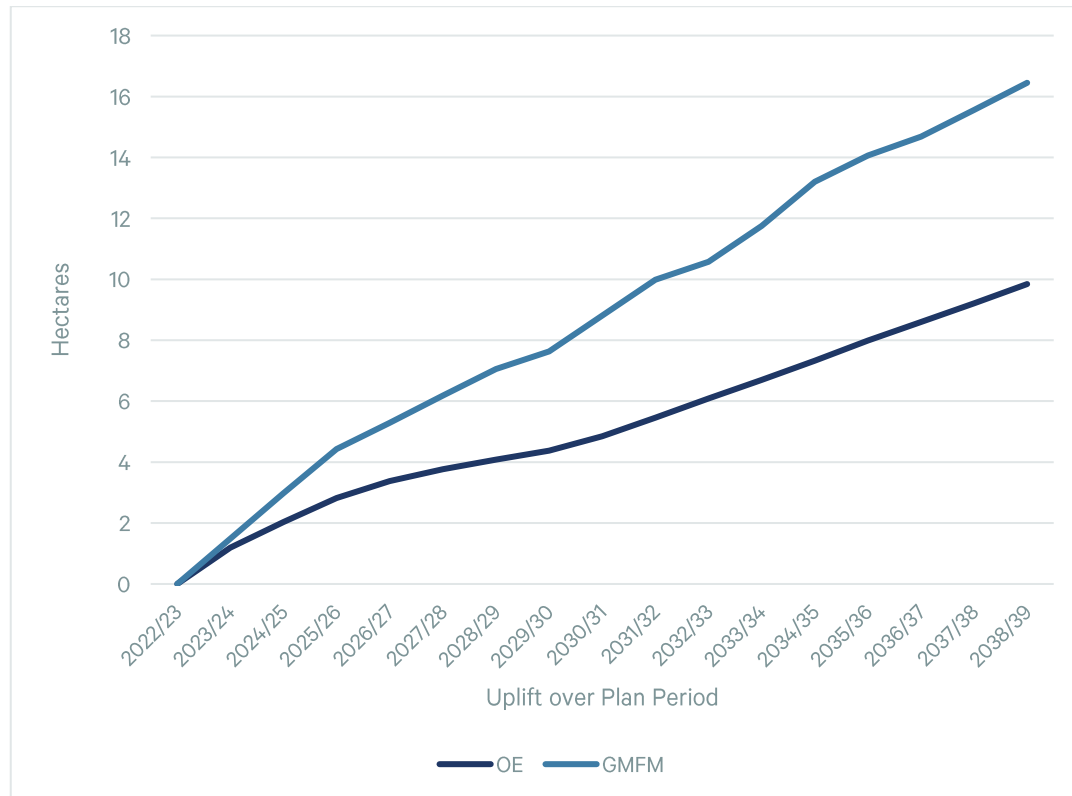
	OE		GMFM		OE		GMFM	
	E	Cumulative Change	E	Cumulative Change	B2/8	Cumulative Change	B2/8	Cumulative Change
Financial Year	Hectares							
2022/23	100	0	154	0	259	0	272	0
2023/24	101	1	156	1	260	1	270	-1
2024/25	102	2	157	3	259	0	270	-2
2025/26	102	3	159	4	257	-2	268	-4
2026/27	103	3	159	5	255	-4	266	-5
2027/28	103	4	160	6	253	-6	265	-6
2028/29	104	4	161	7	250	-9	264	-8
2029/30	105	4	162	8	248	-11	262	-10
2030/31	105	5	163	9	245	-14	259	-12
2031/32	105	5	164	10	243	-16	257	-14
2032/33	106	6	165	11	241	-18	256	-16
2033/34	106	7	166	12	239	-19	254	-18
2034/35	107	7	167	13	238	-21	253	-19
2035/36	108	8	168	14	236	-23	252	-19
2036/37	108	9	169	15	234	-24	250	-21
2037/38	109	9	170	16	233	-26	249	-23
2038/39	110	10	171	16	231	-28	247	-25

Source: Oxford Economics 2019/CBRE 2022

Key - reduction in employment land required over the plan period

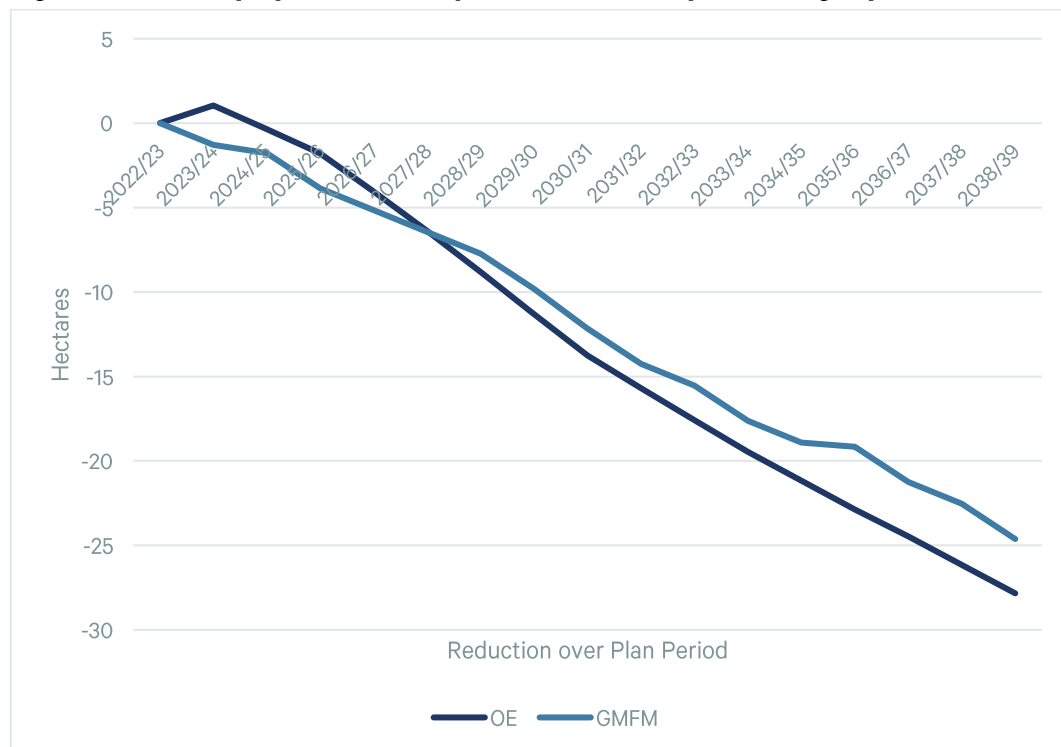
Outcomes

- 6.21 As shown in Table 6.7 this method of calculation suggests that based on these two demand forecasts there would be a need for an additional 10-16 hectares of office (E) land up to 2039 as shown by Figure 6.1 below. This is aligned with what we would expect the market to require.

Figure 6.1 – E class offices Employment Land requirement for Stockport Borough up to 2039

Source: Oxford Economics 2019/CBRE 2022

- 6.22 In contrast the two models indicate that 25-28ha of B2/8 industrial/warehousing land is likely to become redundant and the sector shrink. This is shown by Figure 6.2 below.

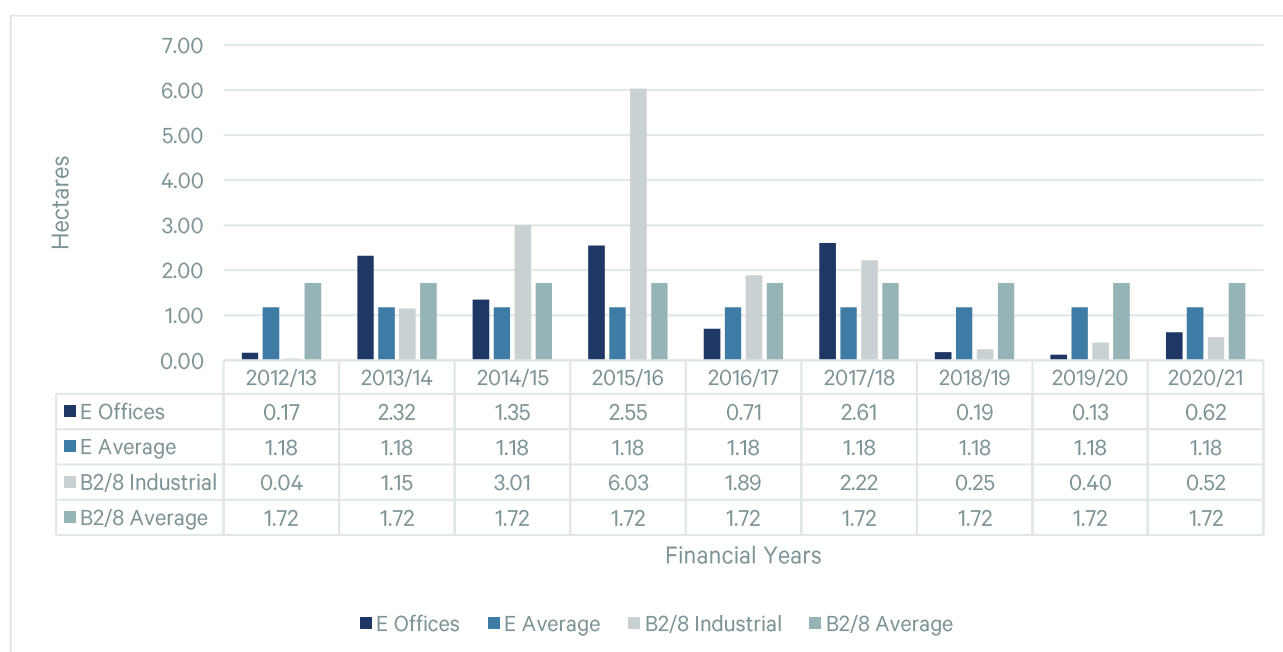
Figure 6.2 B2/8 Employment Land requirement for Stockport Borough up to 2039

Source: Oxford Economics 2019/CBRE 2022

- 6.23 Whilst the office requirement appears to fall within what the market is likely to expect as a growth trajectory the industrial/warehouse deficit is not.
- 6.24 Whilst it is recognised that traditional manufacturing and related industries are in decline there has been considerable growth in recent years in the logistics sector with demand exceeding supply and land values rising to all-time highs. Whilst on balance we would have still expected a contraction in the overall amount of land occupied for industrial and warehousing this will mask the needs of relocations, new emerging and growing sectors such as logistics and higher end manufacturing. The work being undertaken in the Mayoral Development Zone (Town Centre West) by Stockport Development Corporation is relevant here where some existing employment areas are being redeveloped for office and residential uses. Failing to make allowance for these types of demand would constrain the local economy and would not be a sensible basis for employment land planning. For this reason the validation exercise is essential to understand what past trends (take up rates) indicate for this and the offices sector.

Validation

- 6.25 There are however a number of recognised limitations with these demand models as they primarily relate to historic trends and do not take account of factors such as:
- Variations in market conditions;
 - Loss of employment land/market churn; and
 - Occupier choice.
- 6.26 The GM Forecasts in particular were based upon pre-COVID economic conditions and given the structural shock the pandemic had on the economy are considerably out of date. The HATCH based OE forecasts are more recent and reflect at least in part COVID impacts but they do not fully reflect the current cost of living crisis or the significant cost of fuel and other cost rises on business. All such forecasts can be impacted by sudden shifts in the economy and although these models seek to smooth these impacts out they are still prone to variation over relatively short periods of time.
- 6.27 Therefore in the interests of ensuring that a robust assessment is undertaken we have assessed historic take up rates for employment land for Stockport Borough over a nine year period (2012/13-2020/21) to consider other growth scenarios as shown in Figure 6.3 below.

Figure 6.3 Historic Take Up Rates in Stockport Borough (2012/13 to 2020/21)

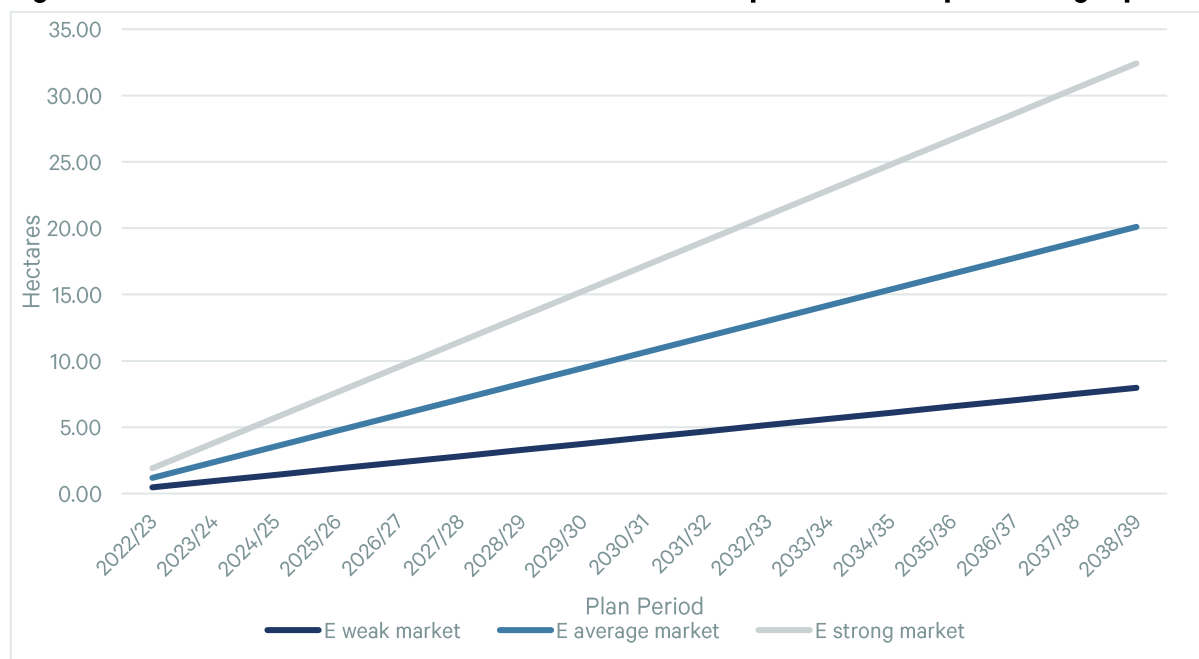
Source: SMBC Annual Monitoring Reports 2012-2021/CBRE 2022

6.28 By analysing take up we can test the outcomes of the demand models which are prepared using historic economic data along with trend analysis based on established economic theory. Whilst trend analysis has its own restrictions and would not be used to provide detailed projections in isolation, it does allow a 'sense-check' of the demand models outputs and is therefore a useful tool in validating the demand model outcomes. In the case of Stockport we have trend data covering the period 2012/13 to 2020/21 a period of 9 years this enables consideration of long term trends covering a range of economic and market conditions as well as allowing analysis of shorter term peaks and troughs in the market.

6.29 The nine year period which we analysed has been categorised to cover weak, average and strong market conditions based on the following assumptions:

- Weak market during 2018/19-2020/21 exacerbated by the pandemic from March 2020 with average take up of 0.47 hectares (ha) pa for E class offices and 0.58 ha for B2/8;
- Average market take up over the 9 years of 1.18 ha pa for E class offices (a&b) and 1.72 ha for B2/8; and
- Strong market during 2013/14-2017/18 with average take up of 1.91 hectares (ha) pa for E class offices and 2.86 ha for B2/8.

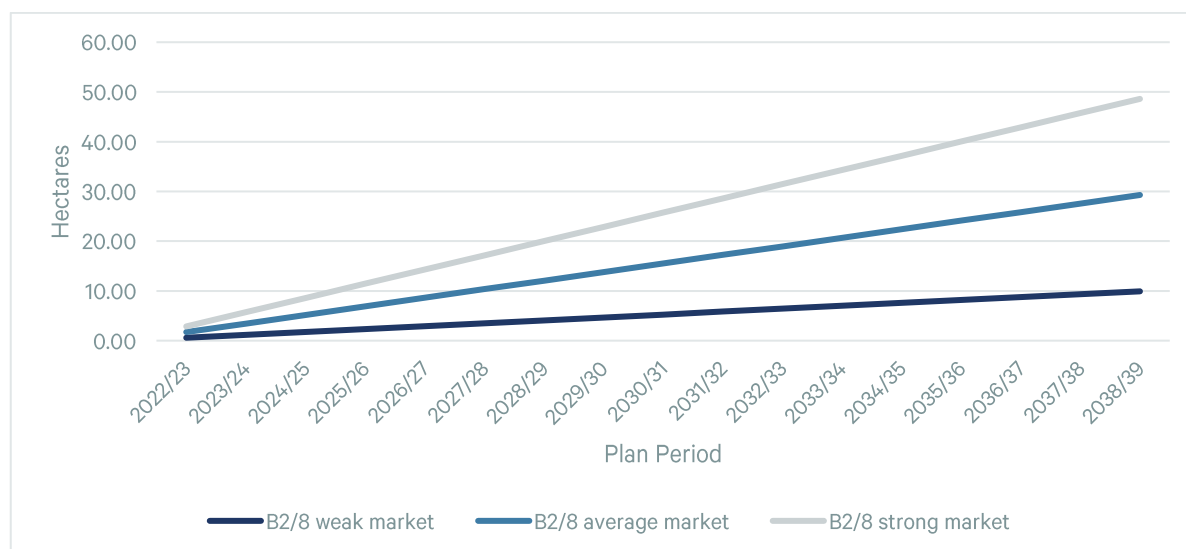
6.30 We have extrapolated the average take up as above over the plan period as shown in Figures 6.4 & 6.5 below.

Figure 6.4 Demand for E class offices based on Historic Take Up Rates in Stockport Borough up to 2039

Source: SMBC Annual Monitoring Reports 2012-2021/CBRE 2022

6.31 Fig 6.4 shows a requirement in all three scenarios with forecast demand over the plan period for E class offices employment land:

- Weak market – 8 hectares;
- Average market – 20 hectares; and
- Strong market – 32 hectares.

Figure 6.5 Demand for B2/8 based on Historic Take Up Rates in Stockport Borough up to 2039

Source: SMBC Annual Monitoring Reports 2012-2021/CBRE 2022

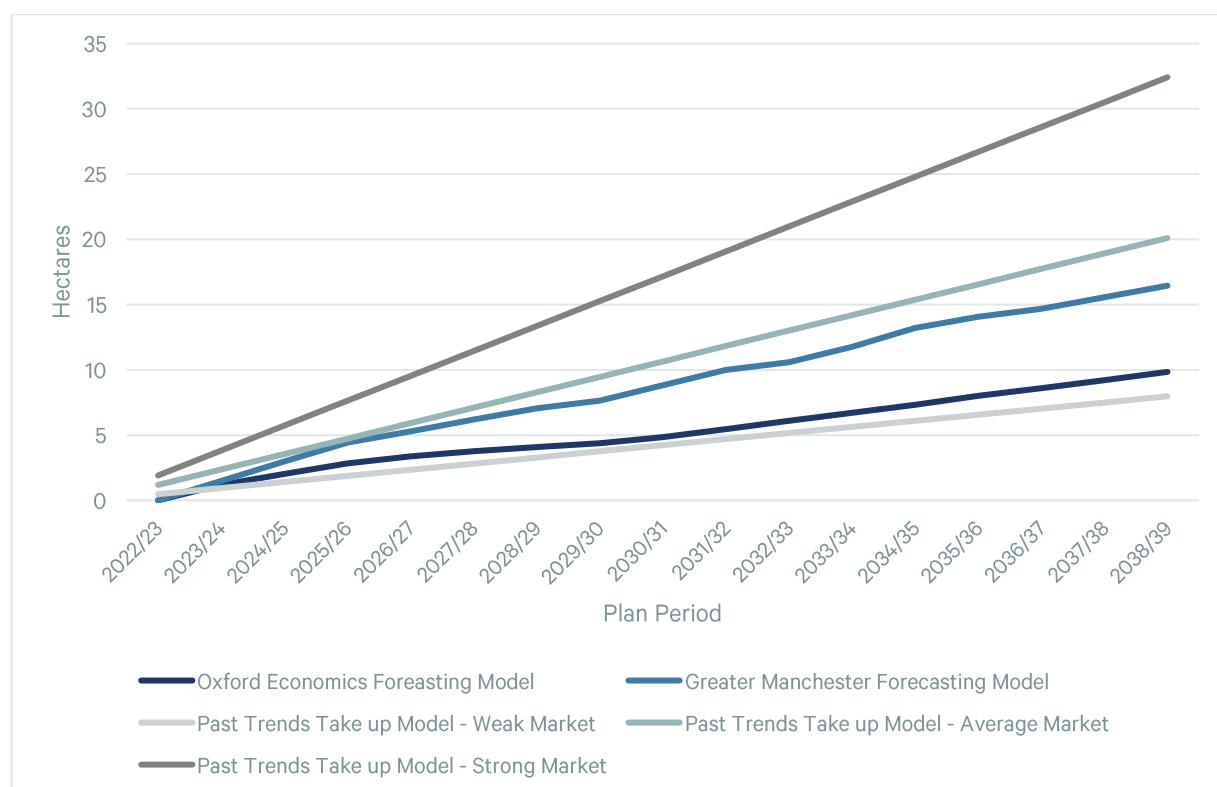
6.32 Unlike the econometric demand models this approach (Fig 6.5) shows there to be a need to provide employment land for B2/8 uses in all three scenarios with forecast demand exceeding that of E class offices in overall quantum terms:

- Weak market – 10 hectares;
- Average market – 29 hectares; and
- Strong market – 49 hectares.

Summary

- 6.33 Based on the analysis above we present the five demand models for E class (offices) employment land in Figure 6.6 and B2/8 (industrial/warehouses) in Figure 6.7.

Figure 6.6 Demand Forecasts for E class offices Employment in Stockport Borough up to 2039

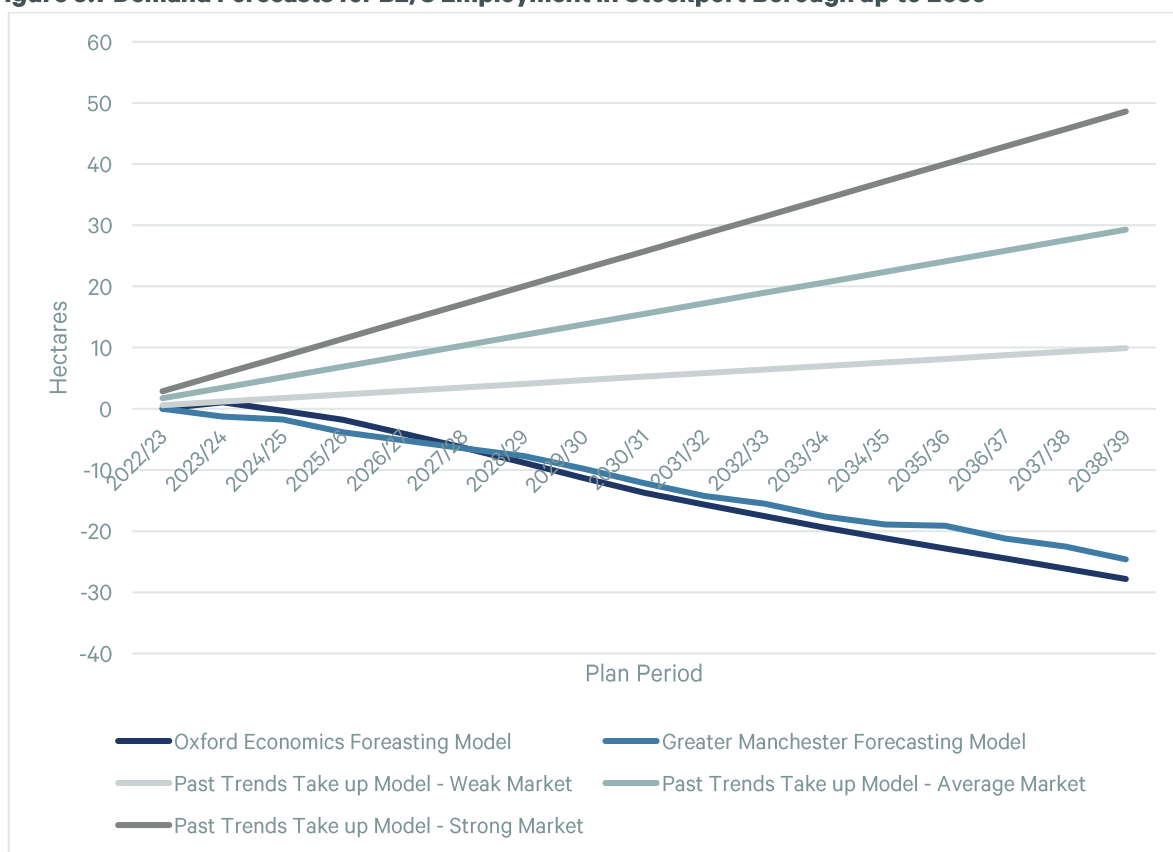


Source: Oxford Economics 2019/SMBC Annual Monitoring Reports 2012-2021/CBRE 2022

- 6.34 The five scenarios presented in Figure 6.6 show demand for growth in the E class offices employment land sector over the plan period for E class offices land as follows:

- Weak market - 8 hectares;
- Oxford Economics Forecast Model – 10 hectares;
- Greater Manchester Forecast Model – 16 hectares;
- Average market – 20 hectares; and
- Strong market - 32 hectares.

- 6.35 Given that both the average market condition model and the Greater Manchester Forecast Model come up with a similar requirement it would appear prudent to use an average between these of 18 hectares as the land required in this sector over the plan period. This is sensible given the market evidence of a developing office market in Stockport and the likelihood that additional space will be needed over the plan period to accommodate growth.

Figure 6.7 Demand Forecasts for B2/8 Employment in Stockport Borough up to 2039

Source: Oxford Economics 2019/SMBC Annual Monitoring Reports 2012-2021/CBRE 2022

- 6.36 The five scenarios presented in Figure 6.7 are at odds as the econometric demand models both forecast contraction in the B2/8 sector whereas the historic take up models indicate that the sector will grow as follows:
- Oxford Economics Forecast Model – minus 28 hectares;
 - Greater Manchester Forecast Model – minus 25 hectares;
 - Weak market - 10 hectares;
 - Average market – 29 hectares; and
 - Strong market - 49 hectares.
- 6.37 The B2/8 industrial and warehousing figures from the demand models are all in deficit and are well below the historic trends associated with both a weak, average and strong market. The reason for this is that the employment projections from the demand model identify that some industrial sectors will shrink in size over the coming years as a result of changes in market conditions.
- 6.38 Notwithstanding this, it is important to note that there are a number of difficulties associated with longer-term forecasting and whilst the B2/8 industrial projections do indicate that there may be a drop in overall industrial land requirements, in practice this may not be the case.
- 6.39 Whilst the forecasting work undertaken does represent the best available method for assessing future requirements, even with the refinements that have been undertaken, the model does still have some limitations. For instance, the model does not account for inward investment or the ability of a high-quality product in a good location to attract businesses from outside the Borough. If suitable, high quality accommodation is provided within the Borough then this could have the potential to create its own market, as evidenced through the success of recent large strategic warehousing developments delivered in neighbouring Local Authorities across the North-West i.e. Warrington. This is not accounted for within the forecast. The

- reduction in demand for industrial employment land identified in the econometric forecasts should therefore be considered within the context of the wider study.
- 6.40 It is accepted that the take-up trend analysis also have limitations as they do not take account of future changes in employment provision and emergence of new market sectors that utilise floorspace in differing ways.
- 6.41 Notwithstanding this, the trend analysis provides a useful cross referral function and reinforces the assertion that there will be an increased requirement in employment land throughout the study period, even though the quantitative requirement might be less important than qualitative needs.
- 6.42 In summary then this sector from the one perspective is likely to expect significant decline in traditional manufacturing industries over the plan period, but conversely the Local Plan will still need to accommodate for growth in the sector. This will include higher tech manufacturing, aspects of scientific and technical services growth as well as logistics demand and inward investment.
- 6.43 The type of requirements in the logistics and distribution sector that is driving demand require fit for purpose, new and modern, accessible space and would not necessarily locate in existing stock and whilst redevelopment may well take place this will take time to realise new space with periods of vacancy prior to the planning and construction process. On this basis it will be necessary for the Local Plan to adequately provide for B2/8 requirements in appropriate locations. We recommend that 29 hectares (the average market scenario) is adopted for this over the plan period (2022-2039).
- 6.44 As such we consider that the Local Plan should provide an average of 1.06ha. of additional employment land per year for E class office development and 1.7ha for B2/8 development.
- 6.45 Over the plan period to 2039 this would result in:
- Use Class E (offices) – 18 hectares; and
 - Use Classes B2/8 (industrial) – 29 hectares.
- 6.46 This represents a robust reflection of the likely future land requirements for the Borough.

7. Conclusions

- 7.1 This sections outlines the key conclusions of this employment land review and considers the implications in terms of land use and planning policy.

Stockport Commercial Market

- 7.2 The commercial market is very strong within Stockport with high demand and strong rental growth and it is a very popular location for businesses due to good transport links and critical mass of existing businesses in the borough. The industrial/logistics market continues to be strong experiencing high demand, albeit Q2 of 2022 has been quieter representing market uncertainty around inflation but inspite of this any available stock is occupied immediately. The office market is starting to become more established offering an alternative to Manchester city centre and is seeing strong demand in part due to improvements in the town centres evening economy which is attracting new businesses.
- 7.3 However there is insufficient supply in both industrial/logistics and office sectors and not enough fit for purpose high-quality stock in the right locations is available nor in the pipeline to meet this demand. There is concern that if this is not addressed then occupiers will leave/not enter the borough, and small companies will follow when they need to expand. It will be necessary for SMBC to ensure that sufficient employment land is allocated in its Local Plan to 2039 to meet demand.

Industrial and Logistics

- 7.4 The key messages for the industrial and logistics sector of relevance to this ELR are:
- Contributes to the levelling up agenda in the North and the Midlands bridging the productivity and GVA gap.
 - Provides diverse occupations and higher value/tech jobs dispelling sector misconceptions.
 - Logistics demand will remain high as the macroeconomic recovery takes shape and further e-commerce growth is expected.
 - Insufficient land being provided and Local Authorities need to proactively provide sufficient supply in accessible locations close to labour supply.
 - Continued strong rental growth is anticipated as fierce competition creates a significant demand and supply imbalance. Though speculative development is at an all-time high it is insufficient to meet demand, hence vacancy rates remain low.
 - Site availability, protracted planning processes and ongoing supply chain disruption are affecting construction costs and timings, making the supply response challenging.
 - The repositioning of assets in the urban environment along with sustainability and ESG requirements are making way for new types of logistics assets.
 - Multi-floor industrial/logistics facilities are starting to emerge in London/South East and this new product might provide opportunity in the North and Midlands to increase floorspace on smaller sites.

Offices

- 7.5 The key messages for the offices sector relevant to this ELR are:
- Take-up will return to trend levels driven by healthy levels of job growth and the release of pent-up demand.

- ESG will take centre stage as occupiers focus on acquiring the highest quality, greenest buildings available. This flight to quality will lead to a divergence in performance between prime and secondary stock.
- New occupational strategies will be introduced by occupiers to incorporate hybrid working but rhetoric about the future of the office will remain.
- Given the rise in flexible working patterns due to the COVID pandemic and attempts to attract employees back to the office will lead to occupiers placing greater emphasis on curating great 'work experiences' through integrated space, technology and service.
- Regeneration areas in Stockport town centre i.e. MDZ to continue to be the focus of Grade A office floorspace with other supply provided in existing employment areas.

Existing Employment Areas

7.6 The key findings are summarised below.

- Issues associated with the areas assessed relate to quality of stock, access and connectivity, conflicts with surrounding uses; infrastructure and amenity. Sites that score highly generally perform well in respect of these key criteria, whilst poorer scoring sites tend to display fundamental issues relating to 2 or more of these criteria.
- However, many poorer quality employment sites appear to be well occupied. This is interesting and suggests that whilst employment sites are well used, individual units are not always fully occupied, meaning that accommodation within the Borough is not being utilised efficiently. This is further indication that there is a lack of suitable stock. This in turn, will restrict the ability of some local businesses to find more suitable premises meaning that (as a result of a lack of options) some businesses will be required to occupy lower quality accommodation than they would ideally require.
- Whilst occupancy levels within employment sites are good (considering the quality of some of the sites) many industrial employment sites have a relatively large proportion of non-traditional employment uses that whilst generating employment, do not specifically fall within a E/B2/B8 use-class. These could typically include (but are by no means limited to) uses such as: go karting, crèches/nurseries, retailing and gym/fitness centres and make an important contribution to their communities and the economy.
- As set out in national policy a suitable variety of employment areas should be provided to cater for the needs of both traditional and non-traditional employment generating uses. It is therefore considered that some degree of policy flexibility to enable non-traditional uses in employment areas is appropriate.

Improving Stock

- 7.7 The findings indicate that there is a need for additional, better quality, well located stock across office and industrial sectors. Without intervention, it is expected that the overall stock quality will continue deteriorating following the trends observed in the past years, adversely impacting the ability of the Borough to attract and retain high-economic value businesses.
- 7.8 Work undertaken in respect of future floorspace and employment land requirements suggests that it is highly likely that this better stock could be provided through the upgrade of underperforming employment sites within the M60 Gateway Area.

Mill Buildings

- 7.9 According to data compiled by SMBC Stockport have 48 mill buildings some of which offer employment floorspace. Some of these mills (9) were included in the assessment of existing supply referred to above.

- 7.10 Of the 9 we assessed 8/9 of the mill buildings fall within the poorer or moderately performing sites. In spite of this many of these mill buildings are well used with multiple occupancy of traditional B class employment, mixed use i.e. retail, leisure and digital businesses and some residential in part/full as part of a change of use/refurbishment programme. These mill buildings do provide relatively cheap space to businesses operating on low margins that cannot afford higher quality/price space. These businesses can still play an important role in supporting local employment.
- 7.11 All mill buildings including those not assessed are monitored by SMBC. For many no action is proposed as many generally experience high levels of vacancy and as such they are often the subject of very little investment. As a result of this lack of investment, stock is slowly becoming less and less suitable for employment use and some are increasingly being considered for residential refurbishment/conversion.
- 7.12 These facilities are generally poorly located, in a poor state of repair and would require significant investment to bring them into suitable condition. In addition many mill sites are subject to heritage restrictions (within Conservation Areas, subject to national and local listings etc) making redevelopment more difficult.
- 7.13 Due to the condition, format and layout of many mill buildings it is considered that much of the space within these buildings is simply unsuitable for employment uses. This level of vacancy is unsustainable given current pressures on land within the Borough and steps will need to be taken to ensure that these vacant spaces are utilised more effectively. Successful mill buildings are generally characterised by having:
- Proactive landowners
 - Significant investment;
 - Anchor occupiers;
 - Large areas of business incubation space; and/or,
 - Large areas of “non-traditional employment” leisure & retail floorspace.
- 7.14 Given the limited availability of investment for this type of product, as well as limited interest from traditional E/B2/B8 use class occupiers, we consider that it is unlikely that investment opportunities or interest from relevant occupiers will be sufficient to address current vacancy levels.
- 7.15 Viability is a key issue facing the ongoing maintenance and management of mill buildings and retaining employment use at many mill locations will be difficult without large-scale investment and significant works to buildings to improve the format of space. Without investment or regeneration, vacant mill stock will deteriorate further. As such, it might in some cases be reasonable to enable the release of mill buildings for non-employment uses.

Future Requirements

Offices

- 7.16 The growth scenarios that were considered show demand for growth in the E class offices employment land sector over the plan period as follows:
- Weak market - 8 hectares;
 - Oxford Economics Forecast Model – 10 hectares;
 - Greater Manchester Forecast Model – 16 hectares;
 - Average market – 20 hectares; and

- Strong market - 32 hectares.
- 7.17 Given that both the average market condition model and the Greater Manchester Forecast Model come up with a similar we recommend that an average between these of 18 hectares is applied as the land required in this sector over the plan period.
- 7.18 Land area in hectares should be seen as a guide in identifying an employment land requirement as town centre office developments are often densely developed and we therefore recommend that a floorspace requirement over the plan period is considered. This is sensible given the market evidence of a developing office market in Stockport Town Centre in the Mayoral Development Corporation (MDC) and the likelihood that additional space will be needed over the plan period to accommodate growth in this regeneration area additional to what is already planned in the town centre including the MDC and existing employment areas and floorspace.

Industrial/Logistics

- 7.19 The econometric demand models considered growth scenarios which forecasted contraction in the B2/8 sector whereas the historic take up models indicate that the sector will grow as follows:
- Oxford Economics Forecast Model – minus 28 hectares;
 - Greater Manchester Forecast Model – minus 25 hectares;
 - Weak market - 10 hectares;
 - Average market – 29 hectares; and
 - Strong market - 49 hectares.
- 7.20 The B2/8 industrial and warehousing figures from the demand models are all in deficit and are well below the historic trends associated with both a weak, average and strong market. The reason for this is that the employment projections from the demand model identify that some industrial sectors will shrink in size over the coming years as a result of changes in market conditions.
- 7.21 Notwithstanding this, it is important to note that there are a number of difficulties associated with longer-term forecasting and whilst the B2/8 industrial projections do indicate that there may be a drop in overall industrial land requirements, in practice this may not be the case.
- 7.22 Whilst the forecasting work undertaken does represent the best available method for assessing future requirements, even with the refinements that have been undertaken, the model does still have some limitations. For instance, the model does not account for inward investment or the ability of a high-quality product in a good location to attract businesses from outside the Borough. If suitable, high quality accommodation is provided within the Borough then this could have the potential to create its own market. This is not accounted for within the forecast. The reduction in demand for industrial employment land identified in the econometric forecasts should therefore be considered within the context of the wider study.
- 7.23 It is accepted that the take-up trend analysis also have limitations as they do not take account of future changes in employment provision and emergence of new market sectors that utilise floorspace in differing ways. The trend analysis provides a useful cross referral function and reinforces the assertion that there will be an increased requirement in employment land throughout the study period, even though the quantitative requirement might be less important than qualitative needs.

- 7.24 In summary then this sector from the one perspective is likely to expect significant decline in traditional manufacturing industries over the plan period, but conversely the Local Plan will need to accommodate for the growth sector such as higher tech manufacturing, aspects of scientific and technical as well as logistics as evidenced in the commercial market analysis (Section 4) plus growth relocations and inward investment.
- 7.25 The type of requirements in the logistics and distribution sector that is driving demand require fit for purpose, new and modern, accessible space and would not locate in existing stock and whilst redevelopment may well take place this will take time to realise new space with periods of vacancy prior to the planning and construction process. On this basis it will be necessary for the Local Plan to adequately provide for B2/8 requirements in appropriate locations throughout the plan period we therefore recommend that 29 hectares is adopted for this. This long term average of development has been based upon long term trend data built up over 9 years which reflects a range of economic circumstances and whilst there may be demand generated from changes in the logistics market it is speculative to assume this.

Overall Requirement

- 7.26 This ELR concludes that the Local Plan should provide an average of 1.06ha. of additional employment land per year for E class office development and 1.7ha for B2/8 development.
- 7.27 Over the plan period to 2039 this would result in:
- Use Class E – 18 hectares; and
 - Use Classes B2/8 – 29 hectares.
- 7.28 This represents a robust reflection of the likely future land requirements for the Borough.
- 7.29 It is recommended that SMBC review the findings of this ELR alongside the pipeline of allocated employment land which is yet to come forward to determine the quantum of new employment land that needs to be allocated in the emerging Local Plan to 2039.

8. Recommendations

- 8.1 This sections outlines the key recommendations for this employment land review.

Employment Land Requirement – Offices

- 8.2 It is recommend that the employment land requirement of 18 hectares over the plan period is accommodated in the town centre with the focus being in the regeneration area of the Mayoral Development Zone in the town centre and the existing employment area.

Employment Land Requirement – Industrial/Logistics

- 8.3 The employment land requirement of 29 hectares over the plan period is recommended to be provided via sites identified and allocated through the Local Plan and new sites. It is recognised that SMBC have insufficient allocated land to accommodate this and that additional land will need to be identified in the borough.
- 8.4 The locational characteristics of sites for logistics operators are unique, the requirements thought are embedded in national planning policy in the NPPF at Paragraph 82 which recognises that planning policies should recognise the specific locational requirements of different sectors, including storage, distribution and logistics, which should be provided at a variety of scales and in suitably accessible locations.
- 8.5 Planning Practice Guidance advises how authorities should assess need and allocate space for logistics as follows:
- The logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land).
 - Strategic facilities serving national or regional markets are likely to require significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to appropriately skilled local labour. Where a need for such facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas.
 - Strategic policy-making authorities will then need to consider the most appropriate locations for meeting these identified needs (whether through the expansion of existing sites or development of new ones).
 - Authorities will also need to assess the extent to which land and policy support is required for other forms of logistics requirements, including the needs of SMEs and of ‘last mile’ facilities serving local markets. A range of up-to-date evidence may have to be considered in establishing the appropriate amount, type and location of provision, including market signals, anticipated changes in the local population and the housing stock as well as the local business base and infrastructure availability.
- 8.6 Government policy is very clear about the need to identify strategic land in appropriate locations.
- 8.7 Based on CBRE’s experience, regional and national logistics operators require a very specific set of locational circumstances in order to be successful. The key location requirements of regional and national logistics operators include:
- A nationally strategic location – regional and national distribution requires a strategic location in a national context which is:
 - Within 4-5 hours’ drive of key population centres in the north and south to provide efficient access to markets, retailers, and consumers;

- Accessible to key deep-sea ports, sea freight, and key freight hubs; and
 - Directly connected to the national strategic road network.
- A locally strategic location – major logistics centres, in addition to being located in a strategic location nationally, must within its locality be located with:
 - Direct access to the Strategic Road Network, with ready preference being for land directly adjacent to motorway junctions; and
 - Ready access to a local pool of labour, including training and education providers who can deliver the skills and employees required to meet the modern needs of logistics operators – ranging from entry level to highly skilled jobs.
 - Suitable site/physical characteristics – the site itself must be appropriate and suitable to accommodate the scale and type of development to meet occupier needs. This includes:
 - A site of sufficient size and scale to deliver large scale modern logistics to Grade A standard – usually of a size and scale that can deliver buildings in excess of 250,000sqft in size and up to 1,000,000sqft in a single building;
 - Sites that are deliverable and viable – in essence not encumbered by significant constraints (contamination etc); and
 - Ready and immediate access to the strategic highways network with capacity to handle the development on local roads/junctions. Prime sites will be located adjacent to motorway junctions.
- 8.8 Given the conclusions of this ELR and the advice above neither existing employment land sites and premises nor the redevelopment of these should be considered as a source of land to meet this shortfall. Many of these sites are not located in areas that would be attractive to the modern occupier, nor do they provide fit for purpose stock.
- 8.9 It is therefore recommended that SMBC look at other locations within their borough which meet the occupier needs as highlighted above. It is therefore likely that greenbelt release will need to be considered to fulfil this requirement as this requirement cannot be met in the urban area.
- 8.10 Not all of this will be required on large sites as there will be some more localised demand on smaller sites referred to as urban logistics provision.

Existing Employment Areas

- 8.11 Whilst occupancy levels within employment sites are good in spite of quality challenges many industrial employment sites have a relatively large proportion of non-traditional employment uses that whilst generating employment, do not specifically fall within a E/B2/B8 use-class. These could typically include (but are by no means limited to) uses such as: go karting, crèches/nurseries, retailing and gym/fitness centres and make an important contribution to their communities and the economy.
- 8.12 It is recommended that a review of key employment sites and their layout should be undertaken to understand how the increase of non-traditional employment uses within their boundaries is impacting upon them.
- 8.13 As set out in national policy a suitable variety of employment areas should be provided to cater for the needs of both traditional and non-traditional employment generating uses. It is therefore considered that some degree of policy flexibility to enable non-traditional uses in employment areas is appropriate.

- 8.14 In parallel, it is recommended that the assessment of the balance between the positive and negative impacts of specific proposals should also be used to resist against further non-traditional employment uses on a site-by-site basis, where the harm to the employment cluster would clearly outweigh the immediate benefits of increased diversity and immediate non-traditional employment generation.

Improving Stock

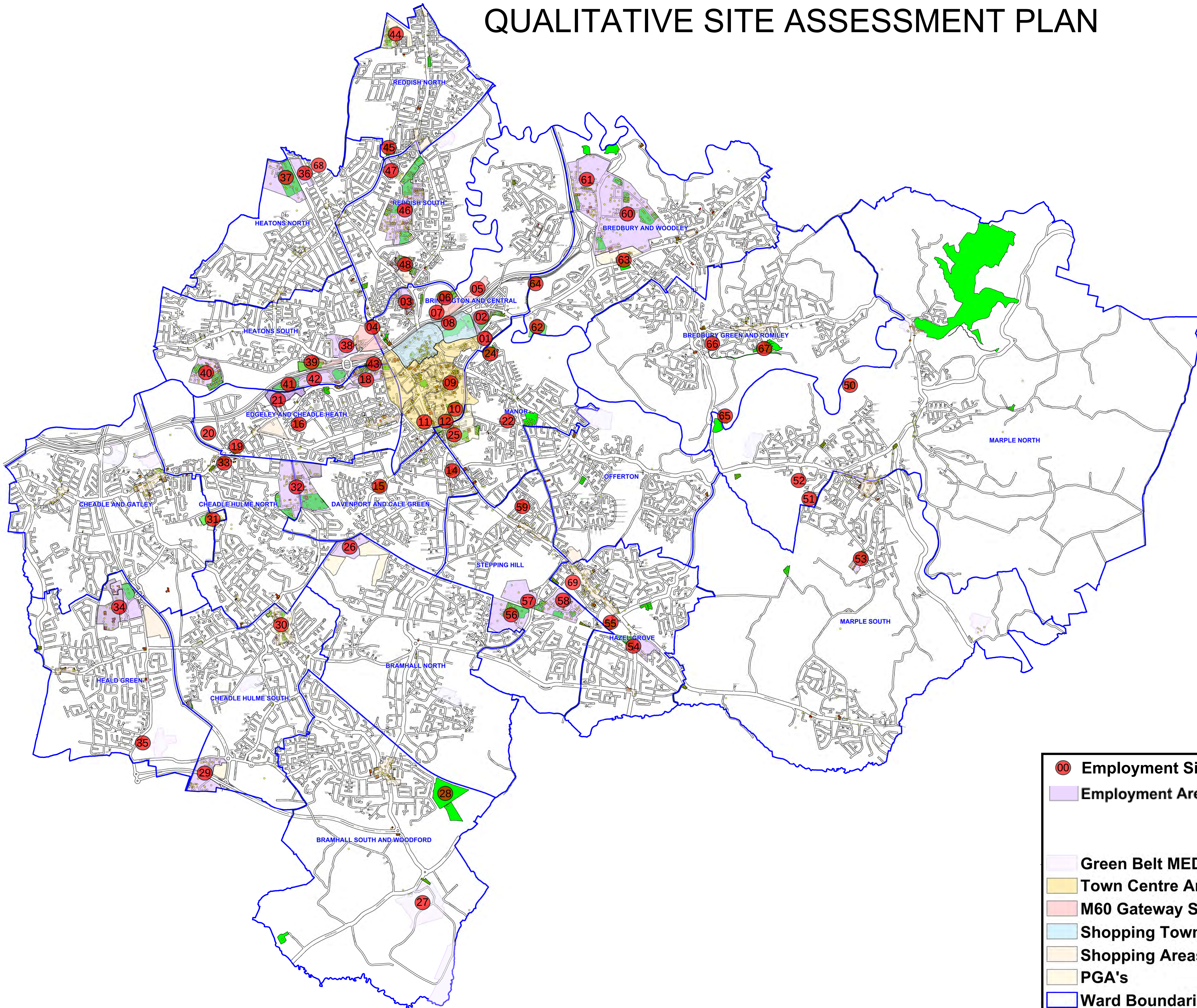
- 8.15 It is recommended that a programme of rationalisation is undertaken. This should include identifying key 'good' and high-performing 'moderate' sites in good locations i.e. M60 gateway area and maximising their attractiveness through improvements to access, infrastructure, amenity and stock. The Local Plan via Policy AED3 will protect employment areas for employment generating uses given likely interest from non-employment uses such as residential.
- 8.16 Where possible, opportunities could be sought to re-provide poorly located stock within better performing employment areas. This could enable the release of some poor quality sites in unsuitable employment locations for alternative uses.
- 8.17 This rationalisation program may need to be supplemented by the release of greenfield sites in strategic locations if green belt and other related transport considerations can be overcome. Subject to the sites put forward being appropriate, it is considered that this could have a positive impact on economic activity in the Borough and should be considered within emerging growth policies.

Mill Buildings

- 8.18 It is clear that the stock is slowly becoming less and less suitable for employment use and some are increasingly being considered for residential refurbishment/conversion. Due to the condition, format and layout of many mill buildings it is considered that much of the space within these buildings is simply unsuitable for employment uses. This level of vacancy is unsustainable given current pressures on land within the Borough and it is recommended that the Council update their Mill Study to identify which premises could be redeveloped for alternative uses including residential.
- 8.19 Given the fact that the trends in this sector are characterised by widespread market failure, it is considered that the issue could benefit from some degree of public sector intervention. It is recommended that SMBC consider what specific measures could be considered. As a starting point we recommend the following:
- Preparation of bespoke business plans for certain key assets, which would set-out the most appropriate route to delivery of improvements for the properties, assessing whether demolition or upgrade is most appropriate, what the mix of uses could be and a route to delivery, based on engagement with the landowners.
 - Direct public involvement in the redevelopment or upgrade of buildings. This might be achieved by purchase and self-delivery, however careful consideration would be required in order to assess the cost/benefits of such an approach.
- 8.20 The current policy context provides considerable support for the redevelopment/repurposing of mill buildings. There is clear scope to use resources from bodies such as Historic England and Homes England in projects where their involvement would be of benefit and we recommend that SMBC engage with these parties to explore opportunities to mutual benefit.
- 8.21 Finally it is recommended that SMBC could take on the role as a facilitator of the improvement of stock, linking landowners with supportive public organisations and providing an adequate regulatory framework to unlock projects on a site-by-site basis.

Appendix I – Qualitative Employment Area Assessment Plan

QUALITATIVE SITE ASSESSMENT PLAN



00

Employment Site

Employment Areas

Green Belt MEDS

Town Centre Areas

M60 Gateway Sites

Shopping Town Centre

Shopping Areas

PGA's

Ward Boundaries

Appendix II - Qualitative Employment Area Assessments

SITE 1 / CROMER STREET INDUSTRIAL ESTATE



Map Data © 2014 Google



KEY DETAILS

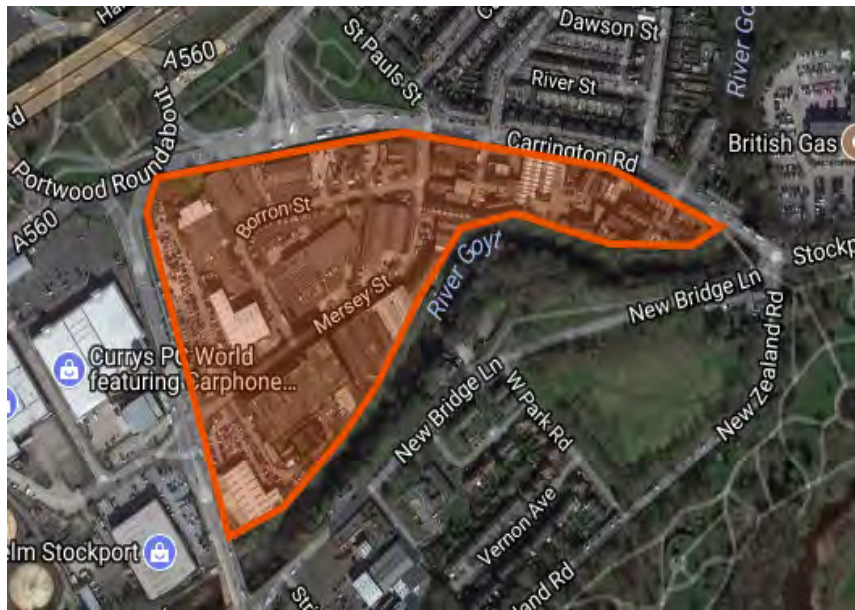
Address	Cromer Street, Portwood, Stockport, SK1 2NP
Site Area	2.27ha
Allocation	Employment
Use Class (E (Office) (Office)B2/B8)	E (Office) (limited), B2 and B8
Description of Site	Cromer Street Industrial Area is adjacent to Vernon Mills. Manufax Engineering and Wheatley Plastics operate at the site. The mill building (Reynolds Mill) on the northern corner of the site is vacant and partially derelict. A number of storage and distribution facilities are located towards the front of the site and they are well occupied.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The employment area is well occupied, with the exception of the mill building. The units are in good condition (again with the exception of the mill building, part of which is derelict). There has not been much recent development activity and some potential development land remains vacant/underdeveloped on the site, but the units perform well. The site is in a good location for motorway and road networks which will attract interest from a number of different industrial / warehouse occupiers.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Those areas of the employment site that are used are in a good state of repair; however, the vacant portion of the site is in a poor state and would require investment in order to bring it into an attractive state.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> There is good separation between the employment site and surrounding residential areas. The area is highly suited for employment use.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that this is within multiple ownership. There is no Council ownership on the site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is separated from any nearby local amenities or facilities, however is located close to the Peel Centre and Stockport Town Centre.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is in a highly accessible location in close proximity to the M60 J27.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure to the site is good. Suitable parking provision, good internal access arrangements and average site /servicing access.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located within 50 metres of a bus stop (no 383 and 384) and is located by the Town Centre.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data The northern corner of the site along Newbridge Lane is located within Flood Risk Zone 2.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is an allocated employment area.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area but is immediately adjacent to a Priority 1 area and falls within the M60 Gateway	1
Total		30/39

SITE 2 / VERNON MILL AND SURROUNDING INDUSTRIAL ESTATE



Map Data © 2017 Google



KEY DETAILS

Address	Portwood Industrial Estate, Mersey Street, Portwood, SK1 2HX
Site Area	7.06ha
Allocation	Employment Area
Use Class (E (Office)B2/B8)	B2, B8
Description of Site	The site is dominated by the large Vernon Mill Complex. The Mill is in an above average state of repair given the other mills within the Borough. While the site is well occupied, the Mill itself and several units in the north-east corner of the site are partially vacant and / or in poor condition. Aside from some art studios, occupiers are however predominantly of retail and leisure uses. In addition to Vernon Mill, there are a number of large industrial sheds and some newer stock to the rear of the site. To the front of the site along the main road there is a Citroen Garage and a car showroom which has recently been vacated. To the rear of the site, further away from the A626 the uses become more industrial.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is generally well occupied around the mill (because of its proximity to main highway and Stockport Town Centre), however there are now a number of vacancies towards the northern corner of the site (along Carrington Road) where the stock condition is poor. The site is in an excellent location close to the motorway with good main road frontage (hence car dealership). The estate would be likely to generate good interest .	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Around the Mill, the employment site does fulfil a clear need in terms of market attractiveness and is obviously attractive to certain occupiers despite the mixed condition of the stock. This will continue without the need for significant investment. However the north-eastern corner of the site seems to struggle with attracting demand because of low stock quality. This area would benefit from investment.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The area is well suited to its employment use, given that the surrounding area is not residential in character and is well connected to the highways network.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is in multiple-ownership and ownership consolidation may prove to be difficult. There is no Council ownership on the site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There is a lack of many amenities and facilities nearby. However, the site is close to Stockport Town Centre, as well as the Peel Centre. This combined with the limited on-site facilities results in a moderate level of amenity.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is located in close proximity to the M60 J27.	3

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Infrastructure within the site is of average quality. There is insufficient off-street car parking available, so the highway throughout the site congested during working hours due to vehicles parking on the highway. Site access from the highway is good.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located close to a number of bus routes and is located close to Stockport Town Centre.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The southern boundary of the site is located within flood risk zone 3. The north-eastern corner and the south western corner of the site are located within flood Zone 2. Vernon Mill is a Grade II Listed building. The site is referred to in the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is an allocated employment site.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area but is immediately adjacent to a Priority 1 area and falls within the M60 Gateway area.	1
Total		29/39

SITE 3 / ALBION MILLS AND SURROUNDS

Map Data © 2014 Google



KEY DETAILS

Address	Old Rd, Stockport SK4
Site Area	5.12ha
Allocation	Employment
Use Class (E (Office)B2/B8)	B2/B8
Description of Site	The site is located just off the roundabout at Belmont Way and is anchored by a large Mill Building. The Mill is occupied by Nelstrop Flour Millers. To the north and west there are a number of industrial/workshop units which are of poor quality.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The Mill Building is fully occupied and the surrounding units appear to also be well occupied. There has been limited recent development activity. As a result of the current use of the Mill Building and the condition of surrounding facilities, there would be little market interest in the site. However the location of the site on the main road with excellent arterial and motorway access, would be of interest to occupiers should the properties be brought to a better standard	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> If current occupations were to cease, it may prove difficult to find another occupier for the site, given the very specific use of the building and the condition of the stock. The surrounding units are of a very poor quality.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is suitable to the south and east; however there is an area of social housing to the north and west which conflict with the industrial uses to the south in terms of noise, odour and traffic.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The Mill is within one ownership; however we assume that the occupier would not currently be motivated to dispose of the property. The surrounding units appear to be in a range of ownerships. There are no Council ownerships.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is well positioned in terms of access to local amenities and facilities. It is not far from Stockport Town Centre and is close to a retail park and superstore.	3
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> It is on a busy roundabout, very well connected to the M60.	3

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure around the site is poor. The access to the site is not good. Despite a significant amount of car parking to the rear of the site the infrastructure around the site is not good.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site has adequate access. There are a few bus stops nearby. Pedestrian access is not good – via a number of underpasses. Traffic of the surrounding highways, makes it difficult for pedestrians and cyclists to access the site.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There is no known site contamination; however there may be historic site contamination issues associated with the previous uses of the site. The site is referred to on the Council's contaminated land and landfill data bases, the latter related to the line of the Manchester to Stockport Canal which terminated here and is protected against development by saved UDP Policy L1.10.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is within an allocated employment area.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The Lancashire Hill employment area with the exception of Albion Mills falls within a Priority 1 area. All the Lancashire Hill employment area falls within the M60 Gateway.	1
Total		25/39

SITE 4 / LONDON AND NORTH WESTERN RAILWAY COMPANY GOODS WAREHOUSE



KEY DETAILS	
Address	Wellington Rd N, Stockport SK4
Site Area	0.92ha
Allocation	Saved UDP Policy Guidance area TCG4.5 which permits B1 (now E (Office)) B2 and B8 uses
Use Class (E (Office)B2/B8)	B8
Description of Site	The ground floor is occupied by an events management company, while the rest of the premises is used as a self-storage facility. The site is situated along Belfort Road and Wellington Road North.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The building is completely occupied by two occupiers, there has not been development activity recently with minimal market interest. The existing use demonstrates limited interest. We consider this a good location for a self-storage or other mill type occupier given the prominent location on Wellington Road North.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The building seems to be in good condition. It is in active use maintained in a manner consistent with this use. Given the existing use the building would convert easily into other employment uses.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is suited to employment uses. The site forms part of a wider employment area which links up with the next site. It has good highways links. This is a suitable area for employment use.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> It is a mill building in single ownership. There are no Council ownerships.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There is not much in the way of local facilities. The premises are located on one of the main roads into Stockport but facilities in the immediate vicinity are limited.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is well located in terms of links to the strategic transport network.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure is acceptable. There is not particularly good access to the site, which constitutes a constraint: notably, the entrance is tight and requires the crossing of a bus lane. A more intensive logistics use, would require improvements to infrastructure.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located on one of the main roads into Stockport and therefore the access is good. There is a bus route that provides regular services into Stockport.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed. It is an existing mill building.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The Mill is a Grade II Listed Building. Given the nature of the premises there may be some historic contamination issues associated with previous uses. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area TCG4.5 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within a Priority 1 area and the M60 Gateway.	1
Total		29/39

SITE 5 / S:PARK PHASES I, II and III

Map Data © 2014 Google



KEY DETAILS

Address	Hamilton Rd, Stockport, SK1 2AD
Site Area	4Ha
Allocation	Saved UDP Policy Guidance area TCG4.1 with B1 (now E (Office)) B2 and B8 uses permitted

Use Class (E (Office)B2/B8)	E (Office), B2, B8, and sui generi (car dealership).
Description of Site	Phase 1, 2 and 3 are fully built out. The site comprises of high-quality warehouse/storage units with some ancillary office use. It benefits from excellent connections to the strategic road network (direct access to the M60) and is almost fully occupied.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> In terms of activity, the entire development appears to be performing well. The prominence of the site and its proximity to the M60 are understood to be key factors in driving market interest.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site and building stock is ideally suited to employment use. It would require no investment beyond what has already been spent in order to retain a high level of market interest.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is highly suitable to employment use, particularly the storage facility and other logistics storage uses in addition to the car showroom uses.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within single ownership. There is no council ownership on site.	3
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located within 500 meters from Tesco Extra, but not other local amenity or facilities are in direct proximity. Nearby amenity is located in Stockport Town Centre.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is well located for access to the strategic transport network within close proximity to the M60.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure within the site is all recently constructed and is of	3

	excellent quality.	
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located away from regular bus routes and is not in close proximity to any rail station. A cycle way bisects the site and good cycle parking facilities are provided, but generally non-car access is below average.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints. It is assumed that any environmental constraints would have been identified and mitigated as part of the previous submissions for the development of the site however the site is referred to on the Council's contaminated land data bases.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> All development phases are now complete.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area TCG4.1 which allows for B1 (now E (Office)), B2 and B8 uses. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area but does fall within the M60 Gateway Strategy area.	1
Total		34/39

SITE 6 / MEADOW MILL



KEY DETAILS

Address	Meadow Mill, Water St, Stockport SK1 2BX
Site Area	4.01ha
Allocation	Saved UDP Policy Guidance Area TCG 4.4. Employment uses (E (Office), B2 B8), leisure uses and potential residential development at Meadow Mill are permitted.
Use Class (E (Office)B2/B8)	B2
Description of Site	Meadow Mill is located in close proximity to Junction 27 of the M60 which provides access to Stockport Town Centre. The building is directly adjacent to Tesco. The built form comprises a large mill complex building, along with some low rise support buildings and annex buildings. Traditional employment uses are diluted with a number of retail and leisure uses. The upper floors of the mill building are largely vacant and of poor quality.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The main mill building is well occupied at ground floor level, although the upper floors are largely vacant and in poorer condition and are now earmarked for residential development. The surrounding 2-3 storeys employment buildings are in moderate condition and well occupied. Many of the units are advertised for A1 retail uses and showrooms. Market interest in terms of employment uses at the site appears to be minimal. The location is good however a poor quality mill building which has attracted budget occupiers.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> In order to generate interest in the premises for employment uses there would need to be a significant amount of money spent on the main mill premises. The surrounding buildings require less to return them to viable employment use. Overall, the site would require a significant amount of investment.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is in a very good location for employment use, with access onto the M60. It is in a highly prominent location and distance from to any potential sensitive uses other than the nearby Tesco store. The Tesco has a good degree of separation.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site is within single ownership. There is no Council ownership on site.	3
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Local amenities and facilities are limited; however Tesco and Sainsbury's provide the opportunity for a workforce to carry out a food shop and other limited retail activities.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is good. The site is located in close proximity to the M60.	3

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is reasonable, with ample car parking. Internal access arrangements are however fairly poor and unsuitable for large vehicles.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is not particularly accessible by non-car modes. There does not appear to be much in the way of pedestrian or cycle route access either. There are no bus routes through the site	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> Meadow Mill is a Grade II Listed Building. Kershaw's Tannery is a locally listed building. Given the historic use of the Meadow Mill it may be that there are some pollutant uses that are residual from the prior use of the building. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses. The site also contains some non employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated as a key Gateway Site under saved UDP Policy Guidance Area TCG 4.4, which permits employment uses. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within a Priority 1 Area and the M60 Strategy Gateway Strategy area.	1
Total		29/39

SITE 7 / WATER STREET



Map Data © 2014 Google

KEY DETAILS

Address	Water Street, Portwood Stockport, Cheshire SK1
Site Area	1.2ha
Allocation	Saved UDP Policy Guidance Areas TCG 4.4, TCG 4.6 allowing for employment uses and saved UDP Policy PSD1.2 placing restrictions on any future retail development
Use Class (E (Office)B2/B8)	B2 and B8
Description of Site	The site is in a prominent location, adjacent to Meadow Mills and in close proximity to the M60. The site is currently undeveloped, however is appropriate for employment use. Part of the site has obtained planning permission for industrial uses, however this is yet to be built out. The remainder of the site might be lost to non-employment uses in the future as it was recently granted outline planning consent for a leisure/ retail scheme.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> There is no development currently on site, however if the site were to be developed out, we consider that there would be significant market interest. The part of the site which has B2/B8 consent is notably experiencing good demand from potential car dealership occupiers.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is highly suitable for employment uses; however suitable accommodation would first need to be constructed. This would require significant investment.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> This site is highly suitable for employment use, being located close to the strategic highways network and the M60.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site is within single ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is moderately located for amenity. The nearby Tesco Store provides retail, however the site is located away from local centres.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site lies within the M60 gateway area and has excellent access to the strategic transport network.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Overall, the quality of infrastructure within the site is currently non-existent; however access to the site from the M60 (via Tiviot Way) is good.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is not easily accessible by Public Transport.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is partially previously developed.	2
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referenced in the Council's derelict land database. The site falls within Flood Zone 2 and 3.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls in a saved UDP Policy Guidance Areas TCG 4.4/TCG 4.6 where employment uses are acceptable. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within the M60 Gateway area.	3
Total		27/39

SITE 8 / AVENUE STREET AND KNIGHTSBRIDGE

Map Data © 2017 Google



KEY DETAILS

Address	2 Avenue St, Stockport, SK1 2BZ
Site Area	2.07Ha
Allocation	Saved UDP Policy Guidance area TCG2.2 with retail, service, leisure , health and fitness and hotel uses permitted. Existing use employment
Use Class (E (Office)B2/B8)	B2
Description of Site	The site is located along Avenue Street, opposite the Peel Centre and behind a shopping parade. The employment area is linear in shape and runs between the M60 and Avenue road. It comprises a range of poor quality employment units skirting Avenue Street and further along Great Portwood Street. There are a range of individual occupiers and the overall quality stock is very poor. The 2 plots in the western part of the site are currently used for informal storage, contributing to creating a low quality use of the site. It is understood that there are currently projects to redevelop these plots, as part of the Knightightsbridge scheme. Units to the east of the site have been excluded from the assessment as they are currently in non-employment use (with occupiers including Maplin, KFC, Pizza Hut, B&M and Dreams).

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> There are a large numbers of vacant units. There has been no development activity here in recent years and the quality of stock is in a very poor state of repair. This site is unlikely to attract occupier interest in its current form.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> There would need to be significant investment in order to make the site attractive to employment users. This would likely involve the demolition and redevelopment of the site. It is understood that some interest for the redevelopment of the western part of the site (Knighstsbridge) has been expressed by developers.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is well located and could potentially have good visibility from the M60. There are minimal nearby sensitive uses.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownerships. However given the condition of the stock, there may be an opportunity to negotiate with these owners. There is no council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The Peel Centre is directly over the road, providing a range of comparison shopping opportunities. There are a number of restaurants and leisure facilities nearby and it is also in fairly close proximity to Stockport town centre.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is excellent.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is very poor.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is highly accessible, in close proximity to Stockport Town Centre with a number of bus routes running past the site.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints. However, there are likely to be some residual contamination from previous uses.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance area TCG2.2 where employment uses are not listed, however office uses are appropriate in this area under Core Strategy Policy CS7. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within a Priority 1 Area and the M60 Gateway Strategy area.	1
Total		26/39

SITE 9 / JOULES COURT AND CANAL STREET



Map Data © 2014 Google

KEY DETAILS	
Address	Joules Ct, Stockport SK1 3BZ, UK
Site Area	1.12ha
Allocation	Saved UDP Policy Guidance Area TCG 3.6 (South East Quadrant) where office, business, industrial, car parking, leisure and residential uses are permitted
Use Class (E (Office)B2/B8)	B8
Description of Site	Employment site extends between Joules Court and Canal Street. A number of large storage and distribution units along with some industrial units and workshop units. The quality of the stock is overall poor to very poor, with open storage uses found throughout the site. Access arrangements are average. The site is surrounded by residential areas and might be better suited to residential uses. There have already been some residential conversions long Canal Street.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site comprises a mix of stock providing accommodation for a range of industrial, storage and workshop uses. There is a mix of quality within the site, however overall the quality is fairly poor. Poor location, poor internal access and poor accommodation – budget occupiers may be interested, however market interest would be limited.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Some of the sheds are in good condition and would be suitable for a range of employers. Others are more dated only appealing to low end operators requiring cheap space. These units would require significant investment in order to make them more attractive to a broad range of employment operators.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is surrounded by residential uses, conflicting with the employment uses within the site in terms of traffic congestion, noise and odour.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> Ownership is mixed. There is no Council ownership on site	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is close to the Town Centre which provides a range of amenity and facilities.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the M60 is taken via St. Mary's Way. Access to the Strategic Transport Network is moderate.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is poor. The road network is not in a good state of repair and junctions within the site are not of a high quality. A lack of parking and small roads means that the site is constrained in terms of infrastructure.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located in an accessible location, near to the town centre. The site is located close to a number of bus routes (no. 173, 308, 314 and 364) and is close to the train station.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> It is likely that the site would suffer from contamination due to the uses being undertaken within the site. The site is referred to on the Council's contaminated land data bases.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area TCG 3.6 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> Part of Joules Court falls within a Priority 2 Area. The whole site falls within the M60 Gateway Strategy Area	1
Total		22/39

SITE 10 / SHAWCROSS STREET



Map Data © 2017 Google

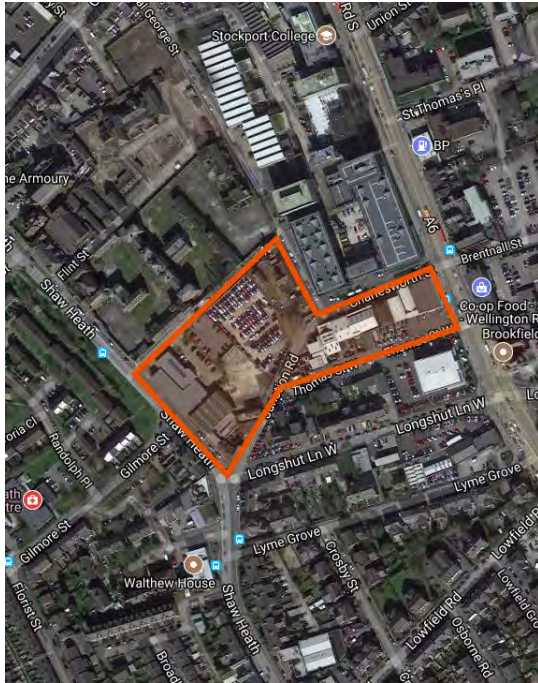
KEY DETAILS	
Address	Shawcross St, Stockport, SK1 3EZ
Site Area	3.59ha
Allocation	Saved UDP Policy TCG 3.6 (South East Quadrant) where office, business, industrial, car parking, leisure and residential uses are permitted
Use Class (E (Office)B2/B8)	E (Office)
Description of Site	A range of inward facing office units in the middle of a housing area. Predominantly office accommodation including Burley House over Higher Hillgate is of mixed quality. The site runs down Shawcross Street and over to Erlam McKendrick, a more industrial storage distribution unit on the other side of the road. All units seem well occupied, with no obvious vacancies.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The area is well occupied.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site would require minimal investment in order to continue in its successful employment use.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is close to surrounding residential uses; however the uses within the employment site are predominantly office and wholesale uses, minimal cause for conflict.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. The unit in the SW corner of the site is shown on the Council's land use terrier.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is well located for local amenity. There are some local shops nearby and the site is close to Stockport Town Centre.	3
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The access to the strategic transport network is acceptable however due to proximity to the Town Centre, congestion is an issue.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure is well suited to the existing uses.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located in a highly accessible location within close proximity to the Town Centre and with a bus service linking with Stockport and nearby residential areas (no. 173).	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed. The site is shown on the Council's land contamination data bases.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The northern half of the site falls within a conservation area. Numbers 23 and 27 Higher Hillgate are Grade II Listed Buildings.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area TCG 3.6 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within a Priority 2 Area and the M60 Gateway Strategy Area.	1
Total		31/39

SITE 11/ THOMAS STREET WEST



Map Data © 2017 Google



KEY DETAILS	
Address	Junction Rd, Stockport SK1, UK
Site Area	1.88ha
Allocation	Saved UDP Policy Guidance Area TCG 3.4 (St Thomas Hospital) where offices, hotel and residential uses or a combination is permitted
Use Class (E (Office)B2/B8)	B2
Description of Site	Industrial area, located between the A6 and Shaw Heath. A significant portion of the centre of the site is currently used for parking/ storage of cars. The quality of the stock on adjacent plots is poor, including some low grade work shop employment uses, garages and MOT test centres. However the location of the site in a prominent, central position improves the site's overall score significantly.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The stock is very poor quality; with a large number of vacant parcels of land. No recent development activity. Very little interest in terms of employment use due to the quality of the buildings. Good location however this does not represent an industrial location.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> A significant amount would have to be spent on the existing site to improve its market appeal.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The existing workshop / industrial uses do not require such a central location and conflict with other Town Centre uses (including Stockport College).	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. There is no Council ownership on site	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is close to Stockport Town Centre and benefits from near a good level of amenity and facilities.	3
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic network is good. Located in close proximity to the centre of town and adjacent to the A6.	3

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure within the site is poor.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is in an accessible location and is in close proximity to the Town Centre and a range of bus services (no. 173, 199, 192, 358, 372, 375, 387, 383, 384, 372 and 393).	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints. However, residual issues as a result of previous uses pose a potential threat. The site is referred to on the Council's contaminated land and landfill data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area TCG 3.4 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within a Priority 2 Area and the M60 Gateway Strategy Area.	1
Total		26/39

SITE 12 / SWALLOW STREET



Map Data © 2014 Google

KEY DETAILS	
Address	Swallow St, Stockport, SK1 3LG
Site Area	1.06ha
Allocation	Saved UDP Policy TCG 3.6 (South East Quadrant) where office, business, industrial, car parking, leisure and residential uses are permitted
Use Class (E (Office)B2/B8)	B8
Description of Site	Collection of sheds and mill buildings and associated office, storage distributions and timber merchants. There are two mill buildings either side of Swallow Street. Both are well occupied, but of poor quality.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Units appear to be well occupied despite the poor quality. There has been no recent development activity. There is a mix of industrial, office and storage units available. Good location with access off Wellington Road – apparent occupier demand.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Some of the units are highly viable for employment use, whereas others are more dated and would require investment.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located very close of a residential area. This creates a conflict between the site and surrounding uses.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site falls within a number of ownerships. There is no Council ownership on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There are shops and restaurants nearby. Site forms part of a village centre, which provides a level of amenity.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site links with the M60 via Higher Hillgate and the ring road.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is acceptable. The quality of roads throughout the site is good and there is sufficient parking. This infrastructure may not be suitable for a more intensive use of the site.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is in an accessible location, on the outskirts of the town centre. There are a range of bus routes close to the site that service the Stockport area (no. 175, 358, 383 and 384). In addition there are significant pedestrian linkages to the Town Centre.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints that have been identified. Swallow Mill is a locally listed building.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area TCG 3.6 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within a Priority 2 Area and the M60 Gateway Strategy Area	1
Total		27/39

SITE 14 / HALLAM MILL COMPLEX



Map Data © 2014 Google



KEY DETAILS

Address	Hallam Mill, Hallam Street, Cale Green. Stockport, SK2 6PT
Site Area	0.910ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	E (Office) B2
Description of Site	Hallam Mill is located outside Stockport to the south. The site seems reasonably well occupied, but of all the uses located within the site, very few are traditional employment uses. There is a gym, a factory shop, a café, a bed wholesaler/ showroom, a car body shop, a furniture clearance store, which appears to be open to the public, and a garage. Parking provision is limited, and mostly concentrated in a small area to the rear of the site.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site still has a few vacancies (as evidenced by boards advertising space in the buildings); however, it is generally fairly well occupied. The Mill is in a poor state of repair - those parts that are in operation are in better condition. No recent development activity suggesting little market interest.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Significant amount of investment would be needed to improve the attractiveness of the building, for future employment use. A number of boarded up windows give the overall impression of the building being in a poor state of repair.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is immediately adjacent to a local park and children's playground. It is situated close to a number of residential units, down a highly constrained residential street. The Mill falls within a conservation area and is locally listed.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site appears to be under one ownership. There is no council ownership on this site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located close to a small shopping parade providing a small level of convenience retail along the A6. In addition, Hallam Mill has a café which provides food and drink.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is well connected to the strategic transport network via the A6 and the ring road (St. Mary's Way).	2
Quality of Infrastructure	Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc. The quality of infrastructure on the site is poor. Parking provision is notably limited.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located in a residential area and is therefore well located for pedestrian access. In addition, there are a number of bus stops in the immediate surrounding area which connect with Stockport and Hazel Grove.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> It is anticipated that there would be some level of contamination resulting from the historical mill / textile production uses within the premises. The site is referred to on the council's contaminated land data bases.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> Whilst planning history is mixed, it clearly establishes the site as an industrial unit. It is assumed the authorised use for the site is for employment purposes.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is unallocated, however is protected as an existing employment site by Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		21/39

SITE 15 – ADSWOOD ROAD INDUSTRIAL ESTATE



KEY DETAILS

Address	57 Adswood Rd, Stockport, SK3
Site Area	1.77Ha
Allocation	Housing Allocation H11 on the UDP Proposals Map subject to saved UDP Policy HP1.1
Use Class (E (Office)B2/B8)	B2
Description of Site	The site comprises a number of large shed buildings, alongside some older brick built structures. It seems to contain a range of storage uses, distribution and some industrial. Although units appear to be reasonably well occupier, all appear to be of poor quality. Some of the sheds are in extremely poor condition (no roof etc.).

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site appears to be well occupied. There does not appear to have been any recent development activity. It is poor quality budget accommodation that has a market for occupiers seeking such space.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> There is a variety of stock with a broad range of heavier industrial operators as well as some storage and distribution uses. Site is suitable for the uses proposed however to make the site more attractive to a range of occupiers, investment would be required.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located in the middle of a residential area, adjacent to a school and next to playing fields. This is not an ideal location given the type of uses. The site was previously allocated as an Employment Area however it is no longer regarded as a suitable location and access to the Strategic Highway Network is indirect and poor. The site adjacent to the north recently gained outline permission for 30 residential units: if this is delivered, this will further reduce the compatibility of the site with its surroundings.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within mixed ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There is a little convenience store just down the road; however, generally there is no provision of suitable amenity nearby.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to strategic transport network is not ideal and requires travelling back through Stockport / inner ring road to reach the M60.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure throughout the site is poor.	1

2. SUSTAINABILITY		SCORE (1-3)
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is highly accessible being located on a bus route with frequent services to the Town Centre and Cheadle Hulme District Centre. It is within 1km walking distance of Davenport Railway Station and within 1km of Edgeley District Centre.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints; however we consider that it is likely that there are some environmental issues given the previous use of the site. The site is shown on the Council's contaminated land data base.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is protected as an existing employment site under Core Strategy Policy AED-6. Bringing forward the housing allocation would depend on existing occupiers being successfully relocated.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		25/39

SITE 16 - AVONDALE / KENSINGTON ROAD INDUSTRIAL ESTATE



Map Data © 2014 Google

KEY DETAILS	
Address	135 Avondale Rd, Stockport SK3 0WD, UK
Site Area	0.52Ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2
Description of Site	The site is located between Avondale Road and Kensington Road. It is a small industrial estate, comprising dated provision and the site is within a residential area. The quality of the built stock is poor. It however seems reasonably well occupied, with Barretts Event Caterers as the main occupier. The site benefits from fair infrastructure, including good parking provision.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The quality of the stock within the site is poor. There does not appear to have been any recent development activity, however occupancy rates are good.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is suitable for some limited uses. In order to broaden its appeal. Investment would be required to improve the quality of the stock.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is surrounded by residential areas and is in close proximity to a school.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We are not aware of significant ownership constraints. There are no Council ownerships on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located in a residential area. There is little in the way of amenity close by.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the wider road network is acceptable although is not direct.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Infrastructure (including parking) is acceptable given the scale of site.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is not well served by public transport however as the site is within a residential area, the site does provide acceptable pedestrian access.	1

Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> We are unaware of any environmental constraints.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is not allocated however is protected as an existing employment area under Core Strategy Planning Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a priority area.	1
Total		24/39

SITE 18 / CHESTERGATE ROAD



KEY DETAILS	
Address	213 Chestergate, Stockport, SK3
Site Area	8.83ha
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office)B2/B8
Description of Site	The site comprises a range of accommodation including office, industrial, light industrial, storage and distribution units. There is a mix of accommodation (stock and uses) within the site, but the stock is generally of low quality (including some very poor quality units). It is generally well occupied, but a number of plots and buildings remain vacant. Given good existing infrastructure and excellent location, there would be potential for rationalising and improving the site as a whole for employment.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Despite some vacant units, the site is generally well occupied. There has been recent development activity Market interest in the site seems to be average. The more modern units on the north side of Brinksway will attract interest from local occupiers. The run down mill will attract low budget local start-ups, gym operators etc.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> There is a range of accommodation, some of which is poor quality. The majority is acceptable and would appeal to a certain type of occupier.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The area is well suited to employment uses. Very close to the M60. Good location with minimal sensitive uses nearby. The site does cause traffic congestion issues which during peak times can affect the wider area.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is under multiple ownership. Much of the site is shown on the Council's land terrier.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located close to Stockport Town Centre, but in the immediate vicinity it has few amenities.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access is excellent. It is close to the M60 and easy access onto the motorway.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is moderate. Each individual unit has its own parking provision. On street parking opportunities around the site have been restricted through double yellow lines since the site was last reviewed.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is highly accessible. It is located in close proximity to the town centre and there are a number of bus routes that are close to and bisect the site. In addition the site is located close to the train station.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints at present, however the site is referred to on the Council's contaminated land data bases. 213 Chestergate is a Grade II Listed building. The Hollywood Park Centre (ex-school) is a Grade II Listed building. The Hollygate building at Albert Street is a locally listed building.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is within an allocated employment area.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within a Priority 1 area, the M60 Gateway Area and the Town Centre Masterplan Area	1
Total		29/39

SITE 19 / DEAN PRINT, STOCKPORT ROAD



KEY DETAILS

Address	265 Stockport Rd, Stockport SK3 0PL
Site Area	1.89ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2
Description of Site	A mill building located along Stockport Road, close to the roundabout junction with the M60. It is anchored by Deanprint Limited; however, there is a range of other uses within the mill building. It is one storey in height. Stock quality and site infrastructure are both mixed to poor. The site is very well occupied, mostly for general industrial (B2) uses.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well occupied. The rear of the building is used as a garage. No recent development activity. The uses within the site are well established. The site is located close to residential uses which might deter occupiers who require 24/7 operation. However the site benefits from a good location and access to the M60.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is in moderate condition. The site condition suits the uses within the site. Investment would be required in order to broaden the appeal of the site to a range of occupiers.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> It is situated on a main road, located within a predominantly residential area. Whilst this does create potential for conflict, the suitability of the site is considered to be acceptable.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site falls within single ownership. There is no Council ownership on site	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located close to Tesco Express and a small parade of shops (approximately 200m to the west). Beyond this, amenity is limited.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic highways network is very good. It is located on a major roundabout close to the M60.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure in the site is acceptable for the level of usage in operation. Site access is inadequate and could benefit from additional car parking.	2

	Likely to be unsuitable for HGV / articulated deliveries.	
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located close to two bus stops (nearby service include 11, 11A, 307, 310, 312). However, it is not located close to any rail stations. Access to cycling routes appears to be poor. The road is busy and there is no additional provision for cycling routes along the highway. Pedestrian access is acceptable given the proximity of nearby residential areas. There is a pedestrian crossing immediately adjacent to the site.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> We are unaware of any environmental constraints, however the site is shown on the Council's contaminated land data base	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is not allocated. As an existing employment site, the use is protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		28/39

SITE 20 / HEATHSIDE PARK



Map Data © 2014 Google

KEY DETAILS

Address	Heathside Park, Heathside Park Rd, Stockport, Cheshire, SK3 0RB
Site Area	2.56ha
Allocation	Unallocated. Green Belt designation subject to saved UDP review Green Belt Policies and the NPPF.
Use Class (E (Office)B2/B8)	E (Office)
Description of Site	An office park, situated in close proximity to the M60 along Heathside Park Road. The building is of good quality and appears to be well occupied, with Lex Autolease as the principal occupier. The quality of infrastructure and accommodation to be good.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is very well occupied; however there has been minimal recent development activity. The site suffers from competing Town Centre office locations. It would appeal to an occupier that requires good access to the strategic transport network. Market attractiveness is moderate.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The building is of sufficient quality to attract potential occupiers in its current form.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> Suitability of the surrounding area for office use is acceptable however office uses would be better located within the Town Centre. There are minimal conflicts with surrounding uses; traffic can get heavy along Heathside Park Road.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> It is understood that the site is within single ownership. There are no Council ownerships on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located in close proximity to a Tesco Express with a little local centre 100m to the west providing some level of amenity. This offer is limited and is physically separated from the site.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> In terms of access to the strategic transport network, it is excellent, located in close proximity to the M60.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is very good with a high level of vehicular use. The quality of the highway within and throughout the site appears good; however Heathside Park Road is a small country lane and quite constrained.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is poorly located in terms of public transport links with cycle / pedestrian links restricted due to the proximity of a busy highway and lack of pedestrian crossing facilities.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints however the site is referred to on the Council's contaminated land data bases. The site is immediately adjacent to Flood Zone 2.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is not allocated but is subject to Green Belt Policies set out in the National Planning Policy Framework and Green Belt saved policies of the UDP, As an existing employment site it is also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		29/39

SITE 21 / AURORA BUSINESS PARK (formerly Gorsey Bank employment site)



KEY DETAILS	
Address	Gorsey Bank Road
Site Area	8.22 ha , developable area 6.24 ha (planning brief measurements)
Allocation	Employment
Use Class (E (Office)B2/B8)	B2/B8
Description of Site	Located to the south of Stockport Trading Estate, the site contains a number of modern employment units. It benefits from excellent purpose-built access and good proximity to the strategic highway network. It is located away from any sensitive uses. The site is well occupied.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is currently under construction. It was considered that the site, would be attractive to potential occupiers, given the association with the established employment areas of Kings Reach and Stockport Trading Estate. This seems to be confirmed by current letting activity, with strong demand for all the units.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is highly suitable for employment uses. It has been subject to significant investment and attractive modern units are currently under construction	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> We would suggest that this site is highly suitable for employment use, being located close to the strategic highways network and the M60.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is owned by the Council. Site assembly took place with the aid of NWRDA funding. Alternative use of the site for other than industrial uses will be subject to funding clawback.	3
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Both an Aldi and a Morrisons shop are located within a 10 mn's walk, providing site users with an opportunity for convenience shopping. Access to a wider range of amenities is however limited, as facilities are found further west along Brinksway, but are not located within walking distance.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the M60 is good. The protected line for Metrolink is included within the site and forms its northern boundary	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Excellent site access and infrastructure.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> While the site is located in fairly close proximity to a bus stop, which provides services into Stockport and Handforth (no. 312). There are no Train Stations within close proximity.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site was previously developed for housing and is currently vacant.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> A planning brief was prepared for the site which includes the following information: <i>In December 2001 the Council commissioned a geotechnical survey of the former residential estate site and part of Gorsey Bank Park. 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</i> <i>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.</i> 5.5. <i>The main conclusions are :</i> <i>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.</i> <i>it is possible that demolition material may be present as fly tipping on the former residential site</i> <i>A site walkover has revealed the presence of Japanese Knotweed infestations. A more detailed survey is required to determine the extent of the problem</i> <i>Two areas on the site are protected open space and need to be safeguarded within any development:</i> <i>the north west corner of the site (the grassed embankment of the M60 motorway)</i> <i>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.</i>	2

Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> It is allocated as an employment site.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a priority area but does fall within the M60 Gateway Strategy area.	1
Total		34/39

SITE 22 / HEMPSHAW BUSINESS PARK



KEY DETAILS

Address	Hempshaw Business Park, 351 Hempshaw Lane, Offerton, Stockport, SK1 4NB
Site Area	0.681ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	E (Office) B8
Description of Site	Hempshaw Business Park is located off Hempshaw Lane, on the outskirts of Stockport. The site comprises a garage, van sales centre, and label printing specialist.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The employment area has some vacant units. There has been no recent development activity. We would expect there to be limited market interest in the estate.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is currently in use for a range of pseudo-employment uses, including a garage, workshop and a van sales centre. There are a range of units however; they are unlikely to appeal to a broad range of operators without investment.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located within a residential area and close to a children's nursery. Whilst this creates potential for conflict, given the scale and nature of the operation, this is limited.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site is within multiple ownership. There is no Council ownership on this site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There is no any local amenities or facilities, however the site is on the outskirts of Stockport and is therefore well positioned for access to town centre amenities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is well connected to the ring road (St. Mary's Way) which links directly with the M60.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure on the site is poor. With limited junction capability and poor turning areas within the site. Car parking provision is good.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is in a residential area so workers could walk to work. In addition, there are two bus stops immediately on both sides of the road and adjacent to the site. The site is not located nearby other forms of public transport. We therefore consider access to the site is moderate.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is unallocated. However, as an existing employment site it would be protected under existing Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a priority area but is bounded to the north and west by a Priority 2 area.	1
Total		23/39

SITE 24 / WOODBANK WORKS INDUSTRIAL ESTATE



Map Data © 2014 Google



KEY DETAILS

Address	Woodbank Industrial Estate, Turncroft Lane, Offerton, Stockport, SK1 4AR
Site Area	1.74ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2, B8
Description of Site	A former mill building, with a recent shed extension with a range of occupiers. Some vacancy; however, the mill building itself is in good condition, particularly the lower floors. The stock to the rear of the building is more modern. There are a range of air conditioning uses and a MOT Test Centre. There are minimal traditional employment uses. There appears to be a hairdressing and beauty wholesalers, a photography shop, a jiu jitsu and thai boxing fitness studio, window and conservatory showroom, as well as a Bosch vehicle electrical car services workshop. In addition, there appears to be a knitwear distributor and furniture wholesaler. 1 unit at the rear of the site appears vacant.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Whilst there are some vacant units and areas of the building that are no longer used, there is good occupancy overall. There has been a recent extension to the building. The quality of the accommodation is low appealing only to local occupiers (similar to those in existing occupancy) seeking flexible budget space.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The existing building is in good condition, however significant investment would be required to address access issues..	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding residential area is not ideally suited to intensive industrial use. There is a degree of conflict as a result of congestion surrounding the complex, and this could increase should more intensive employment uses be promoted on site.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the complex is within single ownership. There is no council ownership on the site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There are limited amenity /facilities provided within this area.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic road network is moderate. The site is located close to St Mary's Way, providing access to the M60.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure is poor. Site access / egress is very poor and restricts the operation of the unit.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The only public transport link to the site is a bus stop outside the site (No.364). . Pedestrian access is moderate given the proximity to residential areas.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is in operation as an employment use and would therefore be protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area but is contiguous with a Priority 1 area and the M60 Gateway.	1
Total		22/39

SITE 25 / ADCROFT STREET AND SURROUNDS



Map Data © 2017 Google

KEY DETAILS	
Address	Adcroft St, Stockport, SK1
Site Area	17.7ha
Allocation	Saved UDP Policy PG1.1 (Hillgate South) where B1 (now E (Office)) B2 and B8 ,residential and community uses are permitted
Use Class (E (Office)B2/B8)	E (Office)B2/B8
Description of Site	Located at Adcroft Street, this area contains a mix of residential and employment uses within close proximity. Some retail warehousing uses are also found within the boundaries of the allocation. Parking is limited and there is obvious conflict between the uses around parking in the area. The area generally would benefit from rationalisation in land use terms to minimise these conflicting uses. The whole site is however well occupied, with a good range of industrial and office uses found throughout its boundaries.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The units appear to be quite well occupied. However the quality of the accommodation is mixed. Some of the employment units are office and others are industrial uses. Non-employment commercial uses like retail warehousing are also found on site. There is minimal recent development activity. The proximity of residential uses may deter some occupiers however this seems predominantly to be low budget poor quality accommodation.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> There is sufficient accommodation to suit a range of occupiers. However, there is a lack of quality accommodation which would befit a central location such as this.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> There is a clear conflict between adjacent residential areas industrial areas, with noise and traffic identified as issues.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownerships. The Council's land terrier shows Council interests for business units at the junction of Brooks Street with Higher Hillgate	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Local amenity is provided in the form of a nearby local shopping parade. Overall level of amenity is moderate.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is acceptable and is provided via the A6 and St. Mary's Way / The A626.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure is mixed. Overall quality is moderate.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located in quite an accessible area, with good bus access into Stockport and other nearby areas (via the 173, 358, 384, and 383).	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints. However, there are a variety of uses on site potentially with historic contamination issues as a result of these uses.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area PG 1.1 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site falls within a Priority 2 Area.	1
Total		24/39

SITE 26 / ADSWOOD ROAD BIOMASS SITE AND SURROUNDING AREA



Map Data © 2017 Google



KEY DETAILS

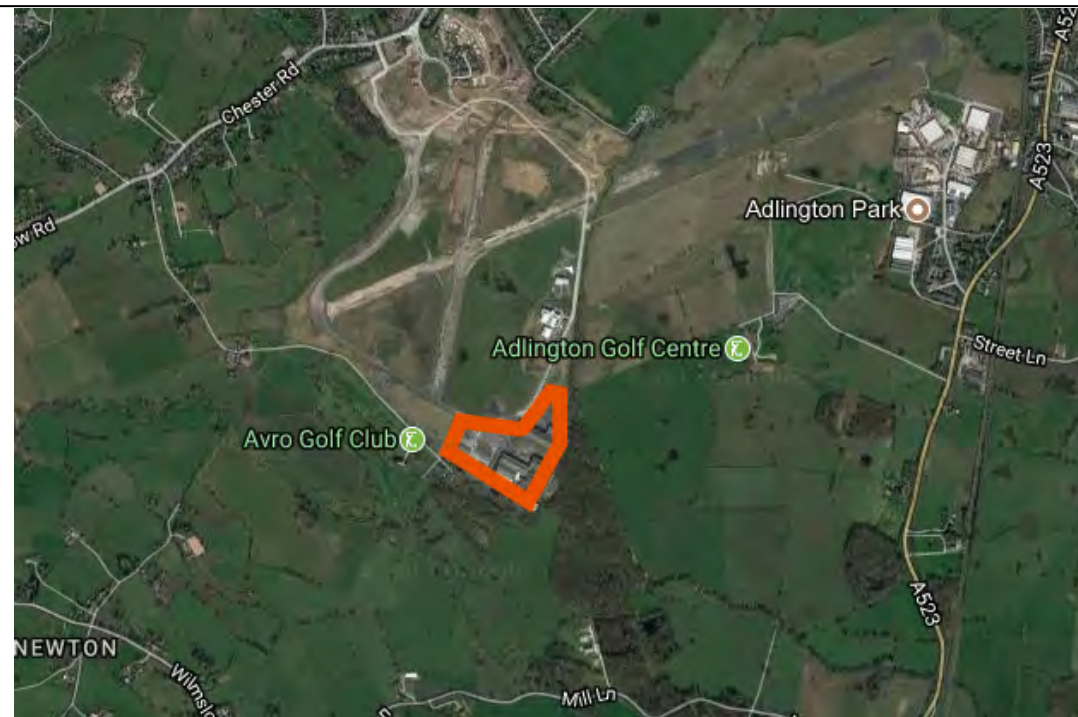
Address	Adswood Rd, Cheadle Hulme, Cheadle SK8
Site Area	30.30ha
Allocation	Employment. and Saved UDP Policy Guidance Areas PGA1.3 (West, North and East)
Use Class (E (Office)B2/B8)	B2
Description of Site	Partially developed brownfield site, including Viridor recycling facilities and a non-employment unit (Jewson timber merchants). Aswood Tip, which covers a 7.139 ha area at the north of the site, is now entirely vacant and available. The southern and eastern parts of the site are undeveloped and benefit from planning permission for a bio-mass plant. Given the vacancy of the Tip, there would now be an opportunity to combine these 2 parts of the site for a larger bio-mass plant, with surrounding employment allocation. There is however currently no access to the rear of the site, which would need addressing to bring it forward.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Except for the recycling plant and the retail warehouse, there are no buildings on site. The site is located close to the junction with Bird Hall Lane an established employment location. Depending upon proximity of biomass operation and/or the recycling plant this could deter occupiers.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site has been graded and remediated. However, there would need to be a significant amount of investment in order to build the requisite unit to house any employment use on the site.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> A very wide, open, empty site, which does not have any nearby constraints from residential use. It is fairly well separated by a main road from nearby residential uses.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand the site is under the ownership of two main private parties. There is minimal council ownership shown on the Council's land terrier.	3
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There are minimal local amenities and facilities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is moderate, but not direct.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is yet to be determined. At present infrastructure is limited to the junction off Adswood Road.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> There is a bus stop directly opposite the entrance to the site, providing services into and out of Stockport (no. 309, 310 and 313). There is no train station close to the site.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referred to on the Council's contaminated land and landfill data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The employment allocation benefits from planning permission for a Biomass Plant. Adswood Eco Centre and depot is located on PG1.3 (West) PG1.3 (North) is considered potentially suitable for an extension of the employment area. PG 1.3 (West) is considered suitable for housing.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use together with PGA 1.3 Guidance areas where uses are flexible but should be well related to existing and likely future uses on neighbouring sites. Existing employment uses in PGA1.3 are also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area but the northern and eastern boundaries are contiguous to a Priority 1 Area.	1
Total		28/39

SITE 27 / WOODFORD AERODROME



Map Data © 2017 Google

KEY DETAILS

Address	Woodford Aerodrome, Woodford, Stockport, SK7
Site Area	10.1ha
Allocation	Major Existing Developed Site (MEDS) in the Green Belt subject to saved UDP Policy GBA1.7 and the NPPF
Use Class (E (Office)B2/B8)	E (Office)
Description of Site	Planning Permission has been granted for mixed use development including 90,000sq.ft. E (Office) floorspace. Employment area would be restricted to the south-east corner of the site, next to the CAE training centre. The site is located very close to the A6 MARR, which significantly increases connectivity. Currently under development.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> There is nothing built on the site as yet. There would be a good level of market interest in the location given links to Manchester Airport.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site appears to have been graded and remediated. However, a significant amount of investment is needed in order to build the requisite unit to house any employment use on the site.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> A very wide, open, empty site, without any nearby constraints from residential use. It is fairly well separated by a main road from nearby residential uses. Given that residential units are set to be delivered in the wider site as part of the live planning permission, the character of the area is however likely to change. Interaction between the uses is planned for in the masterplan to minimise any conflicts though.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is under single ownership. There is no Council ownership on site.	3
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There are minimal local amenities and facilities. This context would however change when the consented scheme on the wider site gets delivered as it provides for a large amount of amenities (including primary school, pub, up to 5 shops, care home and community space)	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is moderate.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is yet to be determined. At present infrastructure is limited to the junction off Adswood Road.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> There is a bus stop right opposite the entrance to the site, providing services into and out of Stockport (no. 309, 310 and 313). There is no train station within close proximity of the site.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site was previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referred to on the Council's contaminated land data bases however these issues will have been addressed through the recent planning application. The part of the site indicated for employment uses in the Masterplan is adjacent to Flood Zone 1 and 2.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> An SPG has been produced to guide development (housing with a care home, public house, retail provision, & school). The SPG requires a 'significant employment presence to be retained on site As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		27/39

SITE 28 / BRAMHALL OIL TERMINAL



Map Data © 2014 Google

KEY DETAILS	
Address	Site off Chester Road, Bramhall, SK12 1DS
Site Area	11.1 Ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B8
Description of Site	The site comprises a large oil storage and processing facility to the south of Bramhall. Access is taken from Chester Road and works to deliver access improvements are currently ongoing, implementing the recent permission granted for additional petrol storage.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is fully occupied however; there has been little recent development activity. Also, there would be minimal market interest in the site, were it to become vacant.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Given the specialist function of the facility, a significant amount of investment would be required, in order to make the site attractive to potential occupiers.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> A large site, which does not have any nearby constraints from residential use. It is well separated from any sensitive uses.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site is under single ownership. There are no Council ownerships on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There are minimal local amenities and facilities; however there are plans to incorporate some amenity to serve the local population.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is currently moderate. .	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is difficult to determine given access issues to the site. The road infrastructure immediately surrounding the site is limited.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> Public Transport links are very poor. No nearby bus or rail links.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> Site contamination is likely to be a significant issue at the site. The site is shown on the Council's contaminated land data base	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes. Planning application was granted in January 2017 for additional petrol storage and unloading facility (ref DC/063672).	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> As an existing employment site, the site would be protected by Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		21/39

SITE 29 / STANLEY GREEN



KEY DETAILS

Address	Duke Ave, Cheadle Hulme, Cheadle SK8 6QZ.
Site Area	9.68ha
Allocation	Employment
Use Class (E (Office)B2/B8)	B2
Description of Site	The site, far from being an industrial park, predominantly functions as a retail park. On the left of the road there is Stanley Green Retail Park (40 per cent trade counters), and to the right hand there are a series of trade outlets such as Topps Tiles. In addition there is a hair and beauty salon; a Costa Cafe; a fireplace, bed wholesalers and a self-storage facility throughout the site. More retail warehouses are located in the south-eastern corner of the site. The area in the north-east corner of the site is additionally set to be converted away from employment use to food and beverage (A3-A4) units, including a Nando's. The works have however not started on site yet. There is minimal traditional employment uses within the site. The south of the site might however be more suited as an office employment area.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> All the buildings appear to be well occupied, albeit many are not used for traditional employment uses. Quality of stock is very mixed. There has been some development activity. This is a popular location from an industrial perspective and some existing stock is now also attracting both leisure and automotive uses given the proximity of affluent households.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site accommodates small industrial units to large regional head office accommodation.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is well suited to employment development, located just off the A34, providing good access to the strategic transport network and is distant from conflicts with other uses.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. There is no council ownership in the site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Limited amenity is provided at the nearby retail park, with only a Costa Cafe available. The nearest comprehensive facility is located at Handforth Dean.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to strategic transport network is moderate.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is poor. There is limited car parking resulting in on-road parking. The access in and out of the site is not clearly defined and is not suitable for articulated lorries. To the south, access is better.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is accessible by other modes of transport. It is situated off the A34 and there are a number of bus routes providing services to the north and south.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> We are unaware of any environmental constraints; however the site is shown on the Council's contaminated land data base.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> It is allocated for employment use.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		26/39

SITE 30 – STATION ROAD, CHEADLE HULME



KEY DETAILS	
Address	Station Road Cheadle
Site Area	4.1
Allocation	Part of Cheadle District Centre subject to saved UDP and Core Strategy employment policies CS7 and AED2.
Use Class (E (Office)B2/B8)	E (Office)
Description of Site	The site comprises a series of office buildings on either side of the road to the south of Cheadle Hulme Town Centre. The buildings are of varying age and quality and are situated in close proximity to Cheadle Hulme Train Station. There has been some recent loss to non-employment uses (retail/ food and beverages/ therapy centre) across the site (mostly in its eastern part).

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is mixed in terms of its market performance. On the eastern side of the road, there have been some recent office extensions and the accommodation is of good quality, fairly new and benefits from good levels of occupancy. To the west the accommodation is much more dated and has higher vacancy levels.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Whilst the site is suitable, there may need to be some investment to broaden the attraction of those units in the western half of the site.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> Whilst the site is an acceptable location for office use the surrounding highway does suffer from peak period congestion.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site is within multiple ownership. The Council's land holdings are restricted to land to the rear of The Cheadle Hall Public House	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located in close proximity to shops and amenity associated with Cheadle Hulme Town Centre.	3
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Poorly located for access to the strategic transport network.	1
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is suitable for the scale and type of uses underway.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is well located for public transport links with a good bus service running through the site (no. 157, 307, 313, X57) and is located in close proximity to Cheadle Hulme Rail Station.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known site contamination issues.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site mostly either has planning permission for, or is considered acceptable for, employment uses. Some dilution to non-employment uses is noted (e.g. DC/055935)	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> Millington Hall is a Grade II Listed Building. Office uses are appropriate in this area under Core Strategy Policies CS7 and AED2. Existing employment uses are also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		28/39

SITE 31 / DEMMINGS ROAD AND BROOKFIELD BUSINESS PARK



Map Data © 2014 Google.

KEY DETAILS	
Address	6-8 Demmings Road, Cheadle SK8, UK
Site Area	2.15ha
Allocation	Saved UDP Policy PG1.4. Business, open space, and residential uses permitted.
Use Class (E (Office)B2/B8)	E (Office)
Description of Site	Predominantly garage, vehicular type uses and light industrial uses. Quality of stock is mixed and there are a few trade counter uses. The site is generally well occupied, even though a couple of units are vacant in its most western end. There is a HGV parts warehouse, and MOT test centres.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> While the site fulfils a particular demand, the quality of stock is not good. The site appears to be well occupied. However, the uses that are proposed within the site are not likely to generate a significant amount of employment. No recent development activity. The site predominantly attracts low budget occupiers given its layout, access and quality of buildings.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The current buildings are fit for purpose for the proposed use. In order to attract a different use that is not industrial / light industrial and workshop uses a significant amount of investment would be required.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is situated within a residential area. The main conflicts arise from noise and traffic congestion.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. There is no Council ownership on the site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is in the middle of a residential area. There are no nearby amenities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is moderate. It is close to the M60.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of the infrastructure through the site is poor. Demmings Road, which runs past the site, provides poor access and is not suitable for large articulated vehicles. At the head of Demmings Road is a weak bridge limited to 7.5 tonnes of weight, with only one way in and out of the site. In addition, access from Brookfield Road is limited, albeit parking provision is adequate in this area.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> Bus routes provide links to the site (no. 307, 308, 309, 310) and pedestrian / cycle access is acceptable given the proximity of the site to residential areas, however there are no nearby train links.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> Given the uses, the likelihood of land contamination is high. The site is referred to on the Council's contaminated land data bases In addition, the site is at risk from flooding as the site is partially located in flood risk zone 2. Residential development would also need to accord with saved UDP Policy EP1.10 Aircraft Noise.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area PG 1.4 where employment (business) uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site fall within a Priority 2 Area.	1
Total		20/39

SITE 32 / BIRD HALL LANE



KEY DETAILS

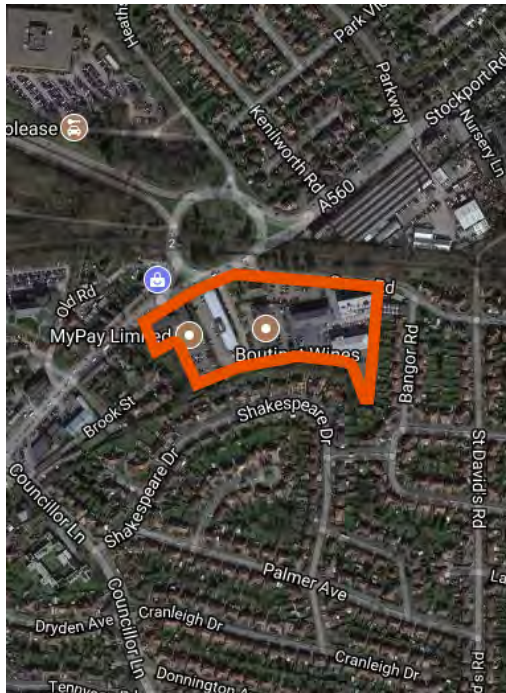
Address	Bird Hall Lane, Cheadle Heath, Stockport SK3
Site Area	41.7ha
Allocation	Employment
Use Class (E (Office)B2/B8)	B2
Description of Site	A large business and industrial park made up of Park Square, Hercules Park, Cheadle, Europa Business Park and a range of other business parks, including police divisional headquarters on Bird Hall Lane, off Stockport Road. Site is still in predominant employment use (mostly office stock, with large sheds and some industrial uses). A mix of quality of stock; some older buildings and some modern stock. Several whole buildings appear to be vacant, whilst others are well occupied. Space to let is advertised in at least 3 office buildings in the north of the site, while a number of B2/B8 units are advertised for sale. Office uses are concentrated towards the centre of the business park, with the storage and distribution uses located towards the periphery, near Stockport Road. Further down Bird Hall Lane, there is Orion Business Park, where circa half of the units are let. At Unit 1 Orion East and West, there are three floors with half let to Bosch. The rest are vacant. The remainder of the business park is well occupied.

	Lawnhurst Trading Estate is on the edge of this employment area, along Oakhurst Drive which is a B2, B8 and trading estate. There is a garage and a second hand car showroom. There are offices, predominantly in Poseidon House, and to the rear there are buildings which are used for light industrial and storage and distribution uses.	
APPRAISAL CRITERIA		
Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Overall, the facility is fairly well occupied, which is reflected in some recent (moderate) development activity. This is a well-established industrial / business location and even the more dated stock continues to generate interest from occupiers.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is large, with a range of stock providing a choice of quality, size, format and layouts. As such, the site appeals to a broad range of occupiers and would not require investment to retain this interest. A number of investment opportunities would however be available should there be appetite to improve the quality/ density of stock.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> Suitability of the surrounding area is moderate. There are residential areas surrounding the site, including a new scheme being developed to the east (DC/059483); however, the site is large enough to locate the conflict threatening uses away from residential areas. Despite this, due to the size of the site, there are congestion issues resulting from the site during am and pm peak periods.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownerships. The Council owns several buildings within Lawnhurst Trading Estate (Enterprise House, Phoenix House and the Sanderling Building.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Apart from roadside cafes, local amenity is very limited on and near the site. A small local centre including a nursery and Lidl are located within 10-15mn walk to the south.	2

Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is average. The route into the site is through a residential area and whilst this access is acceptable, it creates some conflict between local residential uses and the heavy goods uses associated with the storage and distribution facilities.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure within and around the site is good. The strong provision of car parking and quality of the highways within the site is suitable given the scale and type of operations underway at the site.	3
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site bisects Bird Hall Lane with a bus route providing regular services to the surrounding area (bus routes include no. 307,308, 368, 369, X69). Rail links are poor. There is a cycling route that runs through the middle of the employment site linking to Stockport Town Centre.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is currently developed and therefore previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referred to on the Council's contaminated land data bases. There appears to be an underground culverted stream which crosses the site in a SE to NW slant. Thus along this stretch which falls mostly to the east of Bird Hall Lane, the site falls within Flood Zone 2 67 Europa Park is a locally listed building.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3

Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated as an employment area.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The land to the east of Bird Hall Lane north of Europa Way falls within a Priority 1 Area, The Oakhurst Drive/Ashurst Drive Trading Estate to the west of Bird Hall Lane fall within a Priority 2 Area.	1
Total		33/39

SITE 33 / LOMBARD HOUSE, CHEADLE PLACE AND SURROUNDS



KEY DETAILS	
Address	Cheadle Point, Cheadle SK8 2JX, UK
Site Area	2.49ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	E (Office)
Description of Site	A collection of office units, forming a business park, comprising Lombard House and associated buildings along Carrs Road and Cheadle Point. The buildings have a mixed level of occupancy, and the site generally appears underutilised. Some office space vacancies are advertised, with space to let notably on the western side of the internal road.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Some units are vacant; others are well occupied. There has been a significant amount of recent development activity at the site. Market attractiveness is moderate.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The buildings are of sufficiently high quality, they are of sufficient quality to attract potential occupiers.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> Suitability of the surrounding area for office use is acceptable however office uses would be better located within the Town Centre. Whilst a residential area, there is minimal conflict with the office use.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. There is no Council ownership on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located close to a Tesco Express and small local centre 100m to the west providing amenity. Nevertheless, this offer is limited.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network, is excellent, located in close proximity to the M60.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is good. Car-parking provision seems adequate. Given the current use of the site, the quality of the highway within the site is good.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is poorly located for public transport links and cycle / pedestrian links are restricted due to the proximity to a busy highway and lack of crossing facilities.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints. Recent development activity is likely to have addressed any contamination matters.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is not allocated but as an existing employment site is protected by Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		29/39

SITE 34 / CHEADLE ROYAL BUSINESS PARK



KEY DETAILS	
Address	Cheadle Royal Business Park, Cheadle, SK8 3GY
Site Area	29.61ha
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office)
Description of Site	Large, modern office employment site situated off the A34, providing access directly to the M60. There is a mix of old and new office stock within the site. The older stock is located towards the rear of the site

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is a well-established office location, generally well occupied with a large volume of office accommodation. Some units have however recently become vacant, and there appear to be some barriers to finding replacement occupiers, including evidence provided by the site owners that important congestion issues at peak times at the entrance of the site are starting to reduce its appeal to businesses.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> In terms of the actual units, there would be very little additional investment that would need to be spent on the site in order to retain attractiveness for potential occupiers. However, significant investment to tackle congestion issues at peak time would be necessary to enable the expansion of employment uses on the site. The SEMMS relief road is expected to improve this situation once it is delivered, but this positive impact is still to be demonstrated.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> Located close to Cheadle Retail Park, Stanley Green and neighbouring residential areas. During peak periods, this results in significant congestion along the A34, a source of conflict.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. There is no Council ownership on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Cheadle Retail Park is situated in close proximity to a range of retail and leisure facilities including a gym, hotel and various other supporting amenities.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is excellent.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure is very good. Internal highways are well designed and the landscaping and public realm within the site is of a high quality with car parking issues at the site.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is accessible by bus routes that run past the site (no. 196 'East Didsbury Circular' and the 312 to Stockport Town Centre). The closest rail stations are at Heald Green and Gatley but these are not within walking distance. The site is also well located for access to Manchester Airport but not by public transport.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints. There are limited references made on the Council's contaminated land data bases. The southern part of the employment allocation falls within a conservation area.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> It is an allocated employment location.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		30/39



SITE 35 / SOUTHGATE BUSINESS PARK



Map Data © 2014 Google

KEY DETAILS

Address	331 Wilmslow Rd, Cheadle, Stockport, SK8
Site Area	0.9ha
Allocation	Unallocated
Use Class (E (Office) B2/B8)	E (Office)
Description of Site	Small collection of office buildings, located on Wilmslow Road, known as Southgate Business Park. Three high quality office buildings with occupiers including Hawkins Forensic Investigation, but there are still vacancies these remain partially vacant. Some dilution to non employment uses is noted.

APPRAISAL CRITERIA		
Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> There are some vacancies within this complex with a limited amount of floorspace. Quality of accommodation is good; however the location does not appear to be suitable.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is suitable for office use; however, it is not in a prime location and this may influence demand for office lettings.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> It is an isolated office complex located within a residential area. Given the use, the impacts upon nearby uses will be low.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site is in single ownership. There is no Council ownership on the site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The surrounding area is residential in character with no nearby amenity provision.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is good. Wilmslow Road provides direct access up to the M60 via the A34.	3

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is suited to the existing use	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located on Wilmslow Road which has access to a bus route that runs north and south. Aside from this, access by other modes is not good.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> It is not within an allocated employment area; however, the existing buildings would be protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		28/39

SITE 36 / MCVITIE'S FACTORY



Map Data © 2014 Google

KEY DETAILS

Address	United Biscuits Ltd, Wellington Road North, Heaton Chapel, Stockport, M19 2SD
Site Area	6.35ha
Allocation	Employment
Use Class (E (Office)B2/B8)	B2
Description of Site	One large unit located along Wellington Road North occupied by McVitie's biscuits. McVitie's are the sole occupier; the building is their regional headquarters. The predominant use is a mill building which has been extended to accommodate the requirements of McVitie's.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The building is occupied by a single user, therefore there are no vacancies. There is no recent development activity. Market interest in this facility would be minimal should McVitie's vacate the premises given the significant alteration of the site to suit McVitie's requirements. The site would need to be divided to provide a number of smaller units (similar to Crossley & Discovery) in order to generate interest from occupiers in the future.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The unit is occupied for a very specific use. Should it be vacated there would be difficulty in finding another occupier to fit that unit without a significant amount of investment being required.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located on a main road; however, the surrounding area is residential. Crossley Park and Discovery Park employment area are situated to the west of the site. Generally, the area is acceptable for employment use, but it is not ideal.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within single ownership, The current owner is not currently seeking to relocate. There are no Council ownerships.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Located close to Heaton Chapel Local Centre, which provides a range of services and facilities. The site is well located for access to local facilities.	3
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is good. Wellington Road North leads into Stockport and connects to the M60 via Manchester Road. The A6 also connects to Manchester to the north; however this route suffers from congestion during peak periods.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The surrounding infrastructure is acceptable with direct access from the main road. There are numerous car parking spaces for the facility.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located on a main road with good bus links into Manchester and Stockport (no. 171, 191 and 192). Heaton Chapel rail station is located c.750m to the south. Overall public transport access is moderate. The proximity to residential areas enables pedestrian access to the site.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The frontage to Wellington Road North is locally listed. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
TOTAL		26/39

SITE 37 / CROSSLEY PARK AND DISCOVERY PARK



KEY DETAILS	
Address	Sir Richard Fairey Rd, Stockport SK4, UK
Site Area	11.4ha (32a) +7.5ha (32b)
Allocation	Employment
Use Class (E (Office)B2/B8)	E, B2 and B8
Description of Site	Crossley Park and Discovery Park, two separate business parks within one overall employment area. The units are predominantly sheds, and mostly in decent condition. One unit in the top eastern corner of the is are currently being upgraded/ reconstructed. Surrounding this there are a range of other employment uses of poor quality, however, in terms of occupation the site seems to be well used, with the exception of a large vacant shed on the west of the site.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> There are a few vacant units between Crossley Park and Discovery Park. However, given the volume of units within the site, the remainder is well occupied. The area to the rear has higher levels of vacancy. The estate(s) will continue to attract occupier interest albeit from occupiers with a lower rental budget. The site is quite constrained in terms of circulation with high site coverage. Some development activity is clearly ongoing at the front of the Discovery Park, with one unit being reconstructed. Some other new development has taken place in recent year, including the Discovery House office units.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Crossley Park and Discovery Park are highly viable for the uses proposed (E (Office) B2, B8 uses). Areas to the rear of the site are in a poorer state of repair and would require a greater level of investment.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is well suited to employment use.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within different private ownerships. There are no Council ownerships.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is disjointed from Heaton Chapel and there is some distance between the site and surrounding facilities / amenity.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is moderate. There is a spur road that leads onto Wellington North providing access to the M60 via Manchester Road.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure on site is mixed with poorer quality infrastructure to the rear of the site. There is insufficient parking and limited turning facilities.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> For both sites 31A and 31B, accessibility by non-car modes is adequate. There is a bus stop within t 100 metres of the entrance to the site with a nearby y a train station. There is a park that provides pedestrian access through to the site from surrounding residential areas. No evidence of nearby cycle ways.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> We are unaware of any environmental constraints. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> Both sites are allocated for employment use.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site is not within a priority area.	1
Total		29/39

SITE 38 / BRENT ROAD AND ROTH STREET



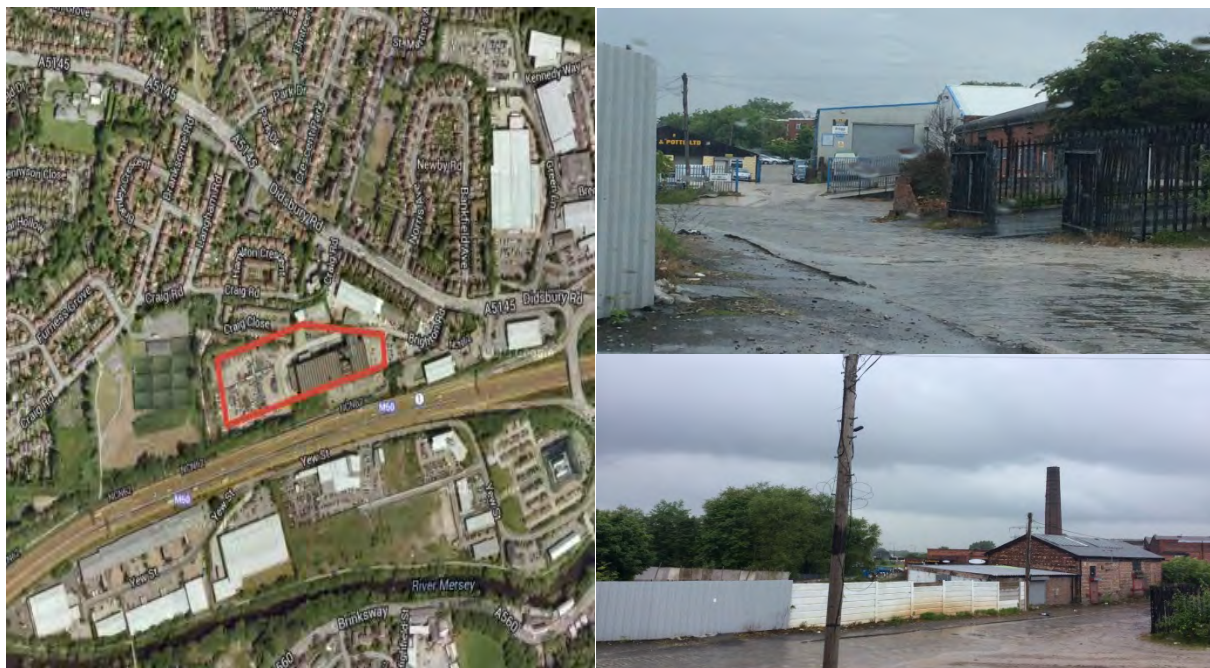
KEY DETAILS	
Address	Brent Rd, Stockport SK4
Site Area	8.30ha
Allocation	Employment
Use Class (E (Office)B2/B8)	B8
Description of Site	Located off Travis Brow, close to the main junction with the M60. The site comprises a range of industrial and logistical units of mixed quality. There are a large number of car showroom units. The site has good frontage and a large volume of traffic bypasses the boundary. Car parking provision seems insufficient around the car showroom units.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well occupied, with few vacant units. There has been no development activity recently since an extension of the Volkswagen garage and an office extension in 2014 . Poor quality units albeit in a relatively good location off Travis Brow.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> There is a mix of stock, some which is readily re-useable for other employment operators. Parts of the site in a poor state of repair and in need of upgrade due to the significant amount of poor quality stock.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is highly suitable for employment uses. It is well connected to the strategic highway network and there are no sensitive uses nearby.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site's ownership is mixed. The triangle of land formed by Rooth Street and Lower Bredbury Street is shown on the Council's land terrier records.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The nearest local amenity would be located within Stockport Town Centre.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic highway network is excellent.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of the infrastructure on site is poor. A number of units have no associated car parking provision, which results in on-street car parking. The car showroom uses are well catered for in terms of infrastructure and facilities.	1

	Parking restrictions on surrounding streets would conflict with some of the B8 uses in terms of deliveries and HGV access.	
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is not located close to a rail station; however, there are pedestrian and cycle paths, as well as some bridleways that run very near to the site (Trans Pennine Trail). A number of bus routes run in close proximity to the site, providing access to Stockport and the Heatons.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints, however given the uses on-site there may be some historic contamination issues The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Propriety Area, but does fall within the M60 Gateway Area.	1
Total		26/39

SITE 39 / BRIGHTON ROAD INDUSTRIAL ESTATE



KEY DETAILS

Address	Brighton Rd, Stockport SK4
Site Area	2.40ha
Allocation	Saved UDP Policy Guidance Area TCG4.3 with B1 (now E (Office)) B8 and hotel or car showroom permitted uses.
Use Class (E (Office)B2/B8)	B2/B8
Description of Site	Located off Didsbury Road. It is bounded by Didsbury Road and the M60 Motorway. The old industrial premises were fully vacant and have been demolished and replaced with new units.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is ongoing significant investment and Mercedes Benz is already secured as a key anchor tenant. The retail units have been built first and still seem to be on the market. It is considered that market demand for the employment units is likely to be good.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Investment has recently been made in the site and this demonstrates that the site is clearly viable for ongoing employment use. It is now clear that this investment is being made as part of the site's redevelopment project.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The area is well suited to this type of use. It is close to a busy motorway and is located close to a junction of the M60,	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within single ownership. There are no Council ownerships.	3
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> A local Co-op provides for convenience shopping within a 5mn walk at the junction of Brighton Road. There is not much in the way of additional amenity, the nearest of which is located in Heaton Mersey or Stockport Town Centre.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access is excellent. It is located close to a junction of the M60. It is a key M60 Gateway site.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is very poor at the site. The road into the site is cobbled and there are no road markings. There are no dedicated car parking areas and servicing of the buildings is poor.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is well served by local bus routes that run between Didsbury and Stockport (no. 23, 23A, 42, 179, 197, 370). In addition, the site is located close to the Pennine Trail, which provides pedestrian and cycle access to nearby areas.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints. However, historical uses are likely to have left residual contamination within the site. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area TCG 4.3 where employment uses are permitted. The site is a key M60 gateway site. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site is not in a Priority Area but falls within the M60 Gateway area.	1
Total		32/39

SITE 40 / EMBANKMENT BUSINESS PARK



KEY DETAILS

Address	Vale Rd Stockport, SK4
Site Area	14.8ha
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office) B2 / B8
Description of Site	Located off Vale Road, bounded to the south by the river and to the north by Station Road, outside Heaton Mersey. The site has a mix of accommodation types within it, such as purpose built office buildings and shed-type facilities, with primary uses of Office, B8 and vehicle repairs. Despite a few vacant units, the site is generally well occupied. However, several are currently in non-employment uses, including a dance studio (since 2013), a mosque, an auction house, a day nursery and and yoga centre. The site infrastructure is fairly good.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well occupied, with some vacant units. The site is attractive as an employment location. This is a well-established employment location which will continue to attract a range of occupier types reflected by the number of office / warehouse developments within the last 10 years.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is viable for employment uses. Large scale investment is not required in order to ensure that the site remains attractive to potential occupiers.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The area is suitable for employment uses. There is limited potential for conflict (apart from in the very north east of the site) with sensitive uses. The site is discreet and located away from other sensitive uses.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is under multiple ownership. There are no council ownerships.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located away from local centres and associated amenities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is located between the M60 and the A34. Whilst Didsbury Road can become congested during peak periods, the site is close to the strategic road network. Furthermore, the uses that are incorporated within the site are not dependent upon good access to the strategic highways network.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure is excellent. Whilst car parking is limited, roads have been designed to accommodate on-street parking and they do not cause a significant threat to the operation of the site.	3
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> There is a bus service that runs into the site (no. 179). This, aside the sight is not highly accessible.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is obviously previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> It does not appear that there are any environmental constraints in the site, however the site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated as an employment site.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		29/39

SITE 41 / STOCKPORT TRADING ESTATE



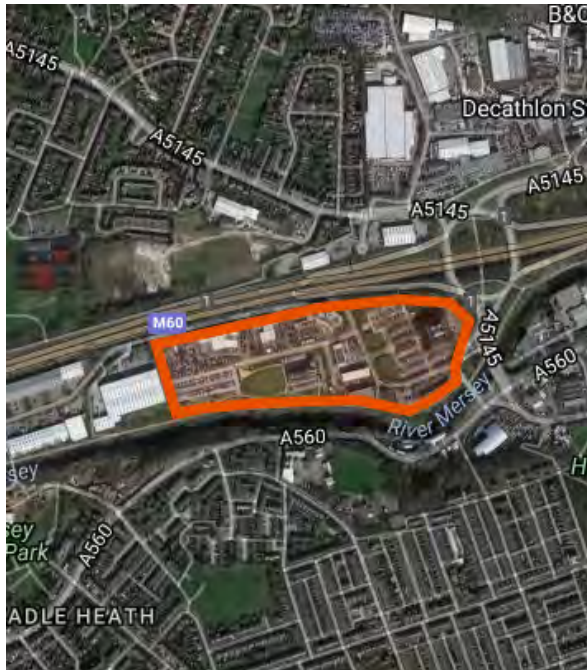
KEY DETAILS	
Address	Stockport Trading Estate, Yew Street, Stockport, SK4 2JZ
Site Area	5.64ha
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office)/ B8/ Trade Counter
Description of Site	The site comprises of a mix of light industrial and logistics uses. There are 15 units (almost all of which are occupied). There is a range of cash and carry uses including a plumbing trade supplies, wholesale cash and carry as well as a booker. All of the units are well occupied. The stock, whilst not modern, is appropriate for the uses proposed. The current stock is not modern; however they are appropriate for the uses proposed.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Market performance is good with high levels of occupation activity. This location is excellent with good occupation levels and continued interest from occupiers in the vacant units resulting in a recent hardening of rents. This is a well performing estate within the borough from an occupational point of view.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Clearly the units provided are viable for employment use and could be used for employment use by a range of occupiers.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The area is highly suited to this employment use. There are no sensitive uses nearby.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the units are within single ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is not close to any permanent amenities or facilities that would support a working population. However, small food wagons seem to be coming to the site regularly (but these are clearly mobile).	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> It is ideally positioned for access to the strategic transport network.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is excellent.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is only accessible by car. There are bus stops on the main road by the roundabout with poor pedestrian / public transport access.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is partially located in flood zones 2+3. The site is shown on the Council's land contamination data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area but falls within the M60 Gateway Area.	1
Total		32/39

SITE 42 / KINGS REACH BUSINESS PARK



KEY DETAILS	
Address	Yew St, Stockport, SK4 2HD
Site Area	9.01ha
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office)/ sui generi (car sales)
Description of Site	Located just to the east of Stockport Trading Estate. The site is characterised by a large number of office buildings including the iconic Stockport Pyramid building. The site is highly attractive to potential occupiers, is very well occupied and seems fully built out aside from an open amenity space in the centre of the site. Brand new office space has been delivered on the site occupied by CDL . There are however a large number of car show rooms, which dilute the traditional employment use of the site. Only one unit seems vacant (Sungard, near the entrance of the site). Infrastructure is excellent.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is highly attractive and for potential occupiers and is well let. There is lots of activity within the site . An excellent location with good quality accommodation. This will continue to attract good quality occupiers.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is highly viable for the proposed use, which is office space. It requires little investment in order to continue this level of attractiveness.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> This site is highly suitable for this type of use, being located close to the strategic highways network and the M60 and not far from Stockport Town Centre.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> No immediate access to amenities/facilities locally.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the M60 is excellent.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is excellent, with ample car parking provision.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> Public transport access is limited, however the site is connected to the pedestria/ cycling routes along River Mersey, leading to Stockport Town Centre.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is partially within flood zones 2 and 3. Recent development activity will have identified and mitigated any issues. The site is shown on the Council's land contamination data bases.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> It is allocated as an employment site.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority area, but falls within the M60 Gateway Area.	1
Total		33/39

SITE 43 / ACORN BUSINESS PARK



Map Data © 2014 Google

KEY DETAILS	
Address	Acorn Business Park, Heaton Lane, Stockport, SK4
Site Area	1.04Ha
Allocation	Employment
Use Class (E(Office) /B2/B8)	<i>E (Office)</i>
Description of Site	The site comprises a series of small individual 2-storey units located in close proximity to the M60 on the outskirts of Stockport Town Centre. The site is not highly visible, however appears to be popular and fully occupied.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site seems to be fully occupied- the last remaining vacant unit has apparently just been let). Public transport access is limited, however the site is connected to the pedestrian/ cycling routes along River Mersey, leading to Stockport Town Centre. Whilst there is little evidence of recent development activity, it is considered that there is moderate market interest in this site, given its excellent links to both the Town Centre and the M60. The unit sizes limit the suitability of the site.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site would require minimal investment to retain the current levels of market interest.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located in a good employment location with minimal surrounding sensitive uses and excellent highways links.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site is under multiple ownerships. There are no Council ownerships on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is not located particularly closely to a suitable level of amenity / facilities. The nearest provision is in Stockport Town Centre.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is well located for access to the strategic transport network.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is suitable for the scale and type of uses underway.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> Despite being located close to the Train Station and Bus Depot, public transport links to the site are quite poor. There are no bus routes that run/stop near to the site. The nearest stop is located c.300m away.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is shown on the Council's contaminated land data base. The site falls with Flood Zone 2.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area; however it falls within the M60 Gateway Strategy Area and Town Centre Masterplan area.	1
Total		31/39

SITE 44 / STATION ROAD, REDDISH NORTH



Map Data © 2014 Google



KEY DETAILS

Address	Avery Industrial Estate, Kenwood Road, North Reddish, SK5 6PH
Site Area	9.53ha
Allocation	Saved UDP Policy Guidance Area PG 1.2 suitable for residential, business and open space uses. Further industrial development is only acceptable where it can be segregated from nearby housing and alternative access provided.
Use Class (E (Office)B2/B8)	E (Office) B2,B8
Description of Site	Industrial Estate down Station Road in Reddish North. It comprises low quality industrial uses and is generally poorly performing, with limited access to amenities and the transport network. It is surrounded by residential areas to the east, south and west (including new housing developments to the west, outside of Stockport boundaries), so that there are conflicts between the uses. There has been some loss to non-employment uses.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site appears to be well occupied, although for a number of low quality uses such as scrap metal and recycling facilities. The area is industrial and comprises a number of large units. There appears to have been very little recent development activity and the units are dated and in a poor state of repair. Access to the units is through a predominantly residential area and modern units are surrounded by recycling / dirty uses which will limit interest from other occupiers.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site, whilst well occupied, is in a poor state of repair. In order to attract new occupiers a significant amount of investment would be needed on both the upgrade of the built form and the supporting infrastructure.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located at the end of Station Road, which runs off Reddish Road. This road is predominantly residential with a large volume of heavy industrial traffic that uses Station Road to access the site. The highways infrastructure is poor quality and the highway is suffering from use by heavy goods vehicles and articulated trucks.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within fragmented, multiple ownership. There is no Council ownership on the site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> In terms of highways connectivity the site is poorly located. The site is located down a small residential road and is some distance from nearby amenities and facilities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site suffers from poor access and is located some distance from the M60.	1

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The infrastructure is poor. There is insufficient parking. The highway to the site is not sufficient for the volume of heavy goods traffic and suffers as a result of over use. Access is poor and it appears to be a site that has evolved over a period of time, rather than being specifically planned for its current uses.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is moderately accessible by non-car modes. There are a number of cycle routes near the site. Reddish North railway station is situated 500m to the east. There are also a number of bus routes that run near Station Road (no. 7, 42A, 84, 203).	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data bases	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area PG1.2 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The southern part of the site falls within a Priority 2 Area.	1
Total		19/39

SITE 45 / HOULDSWORTH MILL



Map Data © 2014 Google



KEY DETAILS

Address	Houldsworth Mill, Waterhouse Way, Stockport, SK5 6DD
Site Area	2.03ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	E (Office) B2, B8
Description of Site	Houldsworth Mill is situated north of Broadstone Road, opposite the Broadstone Mill complex. Houldsworth comprises a range of spaces for workshop, office, storage, studio and retail. It benefits from having had a significant amount of investment in recent years and is appears to be well occupied. The site comprises the mill building with a 1960s extension which is in poor condition. The extension is predominantly used for retail. To the rear of the site there is a recently erected warehouse which is dedicated to car sales.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The facility is well occupied. There has been some recent activity in terms of the improvement of the building and the surrounding area. This appears to be a typical mill building albeit with a certain amount of refurbishment. This would be of interest to trade occupiers, small start-ups.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site has historically benefitted from a large amount of funding and is now suitable for a range of employment.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The area is suitable for the existing employment uses. Whilst there may be some potential traffic conflict with surrounding residential uses, this will be minimal.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The Mill is in private ownership (The Heaton and Houldsworth Property Company).	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Local amenities, facilities and connectivity are moderate, as with Broadstone Mill. It is located close to Reddish Local Centre and the adjacent Broadstone Mill offers its own retail facilities for the unit.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to strategic network is acceptable however direct M60 access is limited and congestion is an issue during peak periods.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure on site is excellent.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> As with Broadstone Mill, the site is well connected to the town centre. There are a range of bus services that run close to the site (no. 42A, 84, 173 and 328) and it is fairly well located for Reddish South Rail Station.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints. Given recent development activity it may be that contamination will have been addressed however the site is referred to on the Council's contaminated land data bases. . There may be some risk associated with the 1960s extension. The line of the Manchester to Stockport Canal which is protected against development by saved UDP Policy L1,.10 runs along the western boundary of the Mill.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site includes employment purposes. It also contains housing and leisure uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is not allocated however is protected as an existing employment area under Core Strategy Planning Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site is within a Priority 2 Area.	3
Total		31/39

SITE 46 / Whitehill



Map Data © 2014 Google

KEY DETAILS

Address	Spur Mill, Broadstone Hall Road South, Stockport, SK5 7BY
Site Area	30.6ha
Allocation	Employment
Use Class (E (Office)B2/B8)	B2, B8
Description of Site	Greg Street Industrial Estate and Spur Mill Industrial Estate have been amalgamated to form one large employment area in Reddish South (Whitehill). The northern part of the employment area is populated by a mixed quality of stock, however has recently been subject of proposals to improve accommodation along Gregg Street. There is some limited conflict with residential dwellings across the northern portion of the site. Whilst it is an employment area, it appears that there are a large volume of trade uses. A number of units have also been lost to leisure uses (e.g. a gym). These uses dilute the traditional employment area. The southern area of the site comprises numerous builders' yards and is predominantly in quasi-retail uses.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well occupied. It is a very large employment site and there are a large number of units. Some units partially occupied or vacant, however occupancy levels appear to be good. New proposals along Gregg Street seek to further improve the quality of stock and provide further evidence of anticipated market interest in this site.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> There is a range of stock to suit a broad range of occupiers. On site the stock varies in size, format and quality resulting in a site attractive to a range of occupiers with varying levels of investment required.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is large and whilst this enables a buffer between industrial nuisance and residential areas, it also generates significant traffic, causing congestion on the surrounding residential streets	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> This large site is within a large number of ownerships including a significant Council interest. This could represent a significant constraint to the redevelopment / management of the site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There appears to be a range of cafe / facilities within the site. Also, the site is located in close proximity to Reddish Town Centre. Due to the size of the site, some areas are better served by way of amenity than others. Generally the amenity is moderate.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to the strategic transport network is moderate. The site is located just off Reddish Road which links back directly to the centre of Stockport and to the M60 via the A626.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure at the site is good. There is a lot of on-street parking, but the roads are designed sufficiently. Some of the internal highways are of poor quality as a result of the volume of heavy goods traffic that uses the site. Site access throughout the site is generally good.	3
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The northern portion of the site is located very close to Reddish South railway station. Whilst there are no bus routes that run through the site itself, the surrounding residential areas are well served by public transport with services running along Reddish Road (no. 7, 203, 317, 374). The site has good pedestrian linkages with the surrounding residential areas.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land and landfill data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use. Spur Mill on Broadstone Road South is locally listed.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		30/39

SITE 47 / BROADSTONE MILL



Map Data © 2014 Google



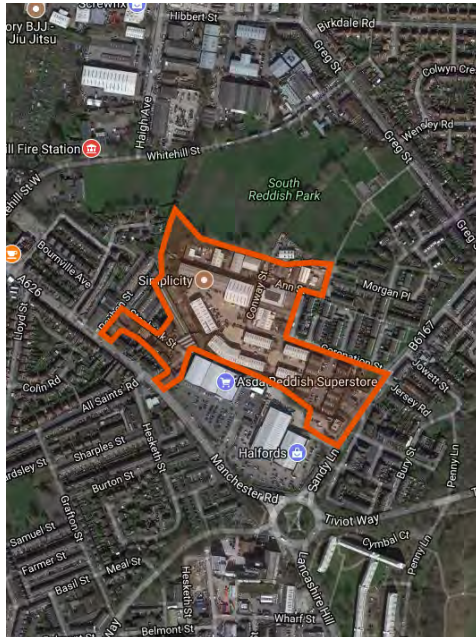
KEY DETAILS	
Address	Broadstone Mill, Broadstone Road, Stockport, Cheshire, SK5 7DL
Site Area	3.99ha
Allocation	Employment
Use Class (E (Office)B2/B8)	A1, E (Office) B2, B8
Description of Site	The site is dominated by the old mill building (Broadstone Mill) however new development have been built to the rear of the mill. The mill building is 5 storeys and is located behind Greg Street industrial area. The lower floors are occupied and the building is well used, even though some units are vacant Broadstone Mill is marketed as a shopping outlet and there are a range of retail units. To the rear of Broadstone Mill there is a fitness centre/ gym (Life Leisure). There is also a small traditional employment area to the rear of the site (bordering the train line) however this appears to be poor quality and also seems to suffer from high levels of vacancy.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well occupied and there seems to have been some recent development on site. The mill site is well used and there are high levels of activity surrounding the mill. The mill is however, predominantly retail and leisure as opposed to employment. There is limited market interest in the facility for employment uses as is demonstrated by the poorly occupied employment area to the rear of the site.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The retail and leisure buildings that are in good condition would not require significant investment in order to make them attractive to small operators. Those units currently used for employment are poor quality. In order to improve the attractiveness of the site a significant investments would be required.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> There are some residential areas immediately surrounding the site that would potentially be a source of conflict if the site were to be used for employment. There are employment sites to the north and south of the site and the site is located in close proximity to Reddish Local Centre.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The Mill is owned by a private owner.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located in close proximity to Reddish Local Centre, which provides a range of amenities and facilities.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is located moderately close to the strategic transport network; however the road network suffers from congestion around peak periods.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The site is easily accessed and there are numerous car parking spaces. There are two primary egress points to improve circulation. The infrastructure at Broadstone Mill is good quality; except adjacent to Hurst Street.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located close to Reddish Local Centre and has moderate public transport connectivity. The site is 500m from Reddish South Rail Station and is well served by Bus (no. 42A, 84, 173 and 328 stop in close proximity to the site).	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The northern half of the site falls within a conservation area. Broadstone Mill is a Grade II Listed Building. The site is referred to on the Council's contaminated land data bases. The line of the Manchester to Stockport Canal which is protected against development by saved UDP Policy L1.10 runs through the middle of Broadstone Mill car park. The site is referred to on the Council's contaminated land bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site is in close proximity to a Priority 2 Area, but does not form part of a Priority Area.	1
Total		25/39

SITE 48 / CORONATION STREET AND REUBEN STREET



KEY DETAILS

Address	Coronation St, Stockport SK5 7PH
Site Area	6.94ha
Allocation	Employment
Use Class (E (Office)B2/B8)	B2, B8
Description of Site	Employment area located off Manchester Road, at Reuben Street The site is characterised by large units close to terrace housing. The layout of the site is fragmented. Adjacent to a retail park. The area to the rear of the trading estate is known as Bankfield Trading Estate, containing a mix of older and newer stock- some of the stock is quite dated. Site infrastructure is good.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The units appear to be well occupied. To the rear of Bankfield Trading Estate is Bankfield Business Park, comprising newer stock, which is well let. The site is well occupied and there appears to have been some recent activity in the form of new sheds being erected (e.g. DC/51459). It's a very strong location given motorway access and the well-established nature of the estates. The existing occupiers appear to be operating well supporting potentially strong interest levels.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> There is a mix of stock, which would appeal to a broad range of potential employment operators. The surrounding infrastructure is insufficient for heavy industry. The site is more suited to storage and distribution / lighter B2 uses. Stock along Reuben Street is of poor quality and would require significant investment.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> Conflict with retail area and residential areas surrounding the site, would prohibit any heavy industrial uses and may also cause noise / transport issues.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site appears to be in a mix of ownerships. Premises at Ann Street and Weston Street are shown on the Council's land terrier.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is well located in terms of amenities and facilities. There is a retail park close to the site, providing a range of facilities. Asda Store is being built adjacent to the site.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access to strategic highways network is good. It is close to a roundabout, which provides direct access onto the M60.	3

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure is moderate. Parking is provided however there is a large amount of on-road parking. Access throughout the area is good however access to individual estates is limited.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is very well connected to local bus routes (no. 7, 173, 203 317, 328 and 374). The site is in close proximity to residential areas, which could enable employees to walk to work.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints however the site is referred to on the Council's contaminated land bases. The line of the Manchester to Stockport Canal which is protected against development by saved UDP Policy L1.10 forms the western boundary of the site.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall in a Priority Area.	1
Total		29/39

SITE 50 / AQUEDUCT BUSINESS PARK



Map Data © 2014 Google

KEY DETAILS

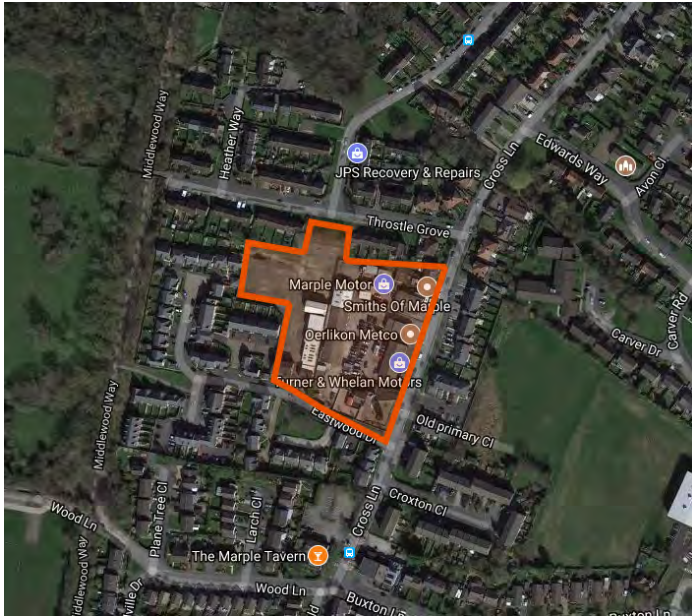
Address	Aqueduct Business Park, Off Station Road, Marple Bridge, Stockport, SK6 5LD
Site Area	0.934ha
Allocation	Unallocated. Green Belt designation subject to saved UDP review Green Belt Policies and NPPF.
Use Class (E (Office)B2/B8)	B2,B8
Description of Site	The site is located on the outskirts of Marple, adjacent to the canal. Access is strongly constrained, as it is currently made via a narrow, unadapted road. A large number of units is vacant, and there is limited space available to intensify the use of the site as existing building and the storage of vehicles throughout the site take up most of the space.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Several units are vacant and there does not appear to have been any recent development activity at the site. It is suggested there would be very little market interest. Access to the site will significantly restrict market appetite.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The overall appearance is a mix of dated stock, including some sheds, storage and some light industrial /workshop uses. Other than light industrial and storage usages would require investment in order to improve the stock sufficiently Significant investment would be essential to resolve accessibility issues associated with the site.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located in the Green Belt in a very rural setting with no nearby residential uses. Given the remote nature of the location the site is not appropriate for employment and may conflict with nearby canal and tourist attractions. The north boundary of the site is contiguous with a conservation area.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> It is understood that the site falls within a single ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There are no local amenities or facilities close to the site.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is not located near to the strategic transport network.	1
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure in and around the site is poor.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is not accessible by any means other than by private car.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is a previously developed site within the Green Belt.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> Given the workshop style uses underway within the site, there may be some ground contamination within the site. The site is referred to on the Council's contaminated land data bases.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is not allocated but is subject to Green Belt Policies set out in the National Planning Policy Framework and Green Belt saved policies of the UDP, As an existing employment site it is also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		19/39

SITE 51 / WESTWOOD TRADING ESTATE



Map Data © 2017 Google



KEY DETAILS

Address	Westwood Trading Estate, Cross Lane, Marple, SK6 7PZ
Site Area	1.43ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2, B8
Description of Site	Westwood Trading Estate is located outside Marple. The site is located off Cross Lane. The employment area contains a range of different stock. It is occupied predominantly by low job creation uses, including garages, a motor company and engineering light industrial units.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well let with low vacancy levels. Part of the industrial site has been given over to housing uses and access to the remaining area of the site which is undeveloped via would cause conflict with residential uses. Poor quality buildings in a poor employment location will restrict market appetite for these units.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Given the location and the quality of the building stock, investment would be required in order to improve the attractiveness of the site to potential occupiers. In addition, investment is likely to be required to resolve conflicts with surrounding residential areas.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The area is predominantly residential. There is a significant amount of new build residential development, making the area less suitable for intensive employment uses.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within mixed ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located close to Marple; however, there are no amenities or facilities for employees within the immediate area.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is not particularly well located in terms of access to the strategic road network.	1
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of the infrastructure within and surrounding the site is poor. There is sufficient parking; however, it is of a poor quality. The internal highways are in poor condition.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site does not appear to be particularly accessible by means other than the private car. There are bus services that run close to the site.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known existing environmental constraints however; previous use could have resulted in some land contamination. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site has been in operation for a number of years. As an existing employment site it is also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The area is not a Priority Area.	1
Total		21/39

SITE 52 / RAILWAY ROAD



Map Data © 2014 Google

KEY DETAILS

Address	Railway Road, Marple, Stockport, SK6 6HU
Site Area	1.50ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2, B8
Description of Site	Units and premises off Railway Road in Marple, near to Rose Hill Station. The site comprises a waste recycling facility and a Jewsons Building Supplies. In addition, there seems to be some supply trade type units.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Predominantly poor quality stock with no recent development activity. The site is populated by a range of small rundown units, although they are still utilised. Given the location of the site and the quality of the stock, we anticipate that there would be little market interest.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Some investment would be required in order to improve the attractiveness of this site to a wider range of occupiers. In addition further investment would be required to resolve conflicts with surrounding residential areas.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> Predominantly the surrounding land is used for allotments, although there is a waste recycling facility and a number of residential properties. The uses at the site clearly create conflict with surrounding residential areas; however there is a good separation between the recycling centre and residential dwellings.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The freehold of the recycling facility is with the Council; however a long leasehold on the site has been agreed with the Greater Manchester Waste Disposal Authority. The adjacent units are also shown in Council ownership. The units at the junction of Railway Road and Marple Road are in private ownership.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is close to Marple centre; however, insufficiently close to benefit from the amenities and facilities	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is not particularly accessible in terms of its access to the strategic transport network.	1

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of the infrastructure more widely is very mixed, but in terms of the small units it is very poor.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is highly accessible given its location in immediate proximity to the railway station.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> We do not know of any environmental constraints, however, some of the uses on site do indicate that there may be some historic contamination issues. The site is referred to on the Council's contaminated land data bases.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> It is assumed the authorised use for the site is for employment purposes. The waste recycling plant was given planning permission in 2007 and and is operational.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> As an existing employment site it is protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		21/39

SITE 53 / HAWK GREEN INDUSTRIAL ESTATE (INCLUDING GOYT MILL)



Map Data © 2014 Google



KEY DETAILS

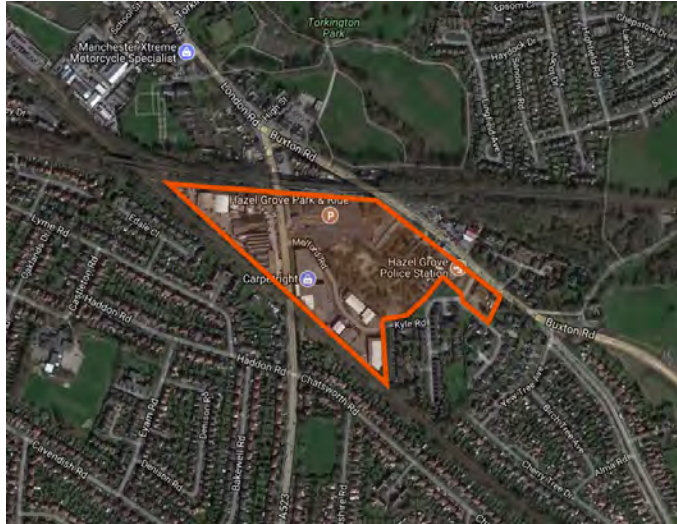
Address	Goyt Mill, Shepley Lane, Marple, Stockport, Manchester, Cheshire SK6 7HX
Site Area	3.76ha
Allocation	Employment Part conservation area designation
Use Class (E (Office)B2/B8)	B2, B8
Description of Site	The industrial estate effectively comprises two distinct areas. There is a large mill building (Goyt Mill) to the south side of the road. To the north side of the road there is Arden House and a series of plant hire and motor equipment shops. At the bottom of the road there are small offices, comprising of the Abyss Dive Centre and Peak Group, who are a holdings company specialising in industrial commercial. The mill building itself is of very dated quality: even though it is fully occupied, uses are mostly low value or non-employment, including retail (antique store) and leisure (climbing wall). Non mill units are of mixed quality but they seem well occupied and include high quality B2 stock (engineering facilities)

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The mill building appears to be well occupied, but uses are of low-value. Areas around the mill are well occupied. Whilst the areas around the mill have been developed more recently, the mill itself has seen very little investment and would be considered to be unattractive as an employment facility. It has a very localised market with flexible occupation envisaged for poor quality space.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The mill portion of the site is incredibly dated and looks to be in a very poor state of repair. Any potential re-use of the site will require a significant amount of investment in order to bring the employment facilities up to the required standards. Over the other side of the road, the units are much more modern. The plant hire centre and the Arden unit appear to be much more modern and are in better condition.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is residential in character and there is a potential for conflict with industrial uses underway at the site.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> Goyt Mill is in a single ownership and the other units all appear to be under individual ownerships. There is no Council ownership on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located on the outskirts of Hawk Green itself and is not particularly close to any amenities or facilities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is located away from any strategic highways networks.	1
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of the infrastructure both within and around the site is poor. The mill parking area is in particularly bad condition.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located in close proximity to Hawk Green. The public transport links to the site are not particularly good.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> Goyt Mill is a locally listed building falling within the Macclesfield Canal Conservation Area. The overall site is not located within a flood zone. The Mill has been used for a variety of B8 storage uses in a variety of floorspace areas and includes a Children's Play area (Rough and Tumble) and a Gym. Arden House seems to undertake a variety of industrial processes and therefore there may be some residual contamination issues as a result. The wider site is referred to on the Council's contaminated land data bases.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		19/39

SITE 54 / MELFORD ROAD, HAZEL GROVE



Map Data © 2017 Google

KEY DETAILS

Address	Melford Road, Hazel Grove, Stockport, SK7 6DD
Site Area	8.92ha
Allocation	Employment
Use Class (E/B2/B8)	E (Office) B2 and B8
Description of Site	Range of employment units, including predominantly office; however, some limited storage and distribution uses, including potentially some light industrial. Overall, stock appears to be quite dated. Carpet Right retail warehouse located at the entrance to the industrial estate. A range of retail facilities serve to dilute the employment credentials of the site. The Park and Ride facilities have now been delivered and take up 1.60 Ha to the north of the site, but they seem to be very underutilised. The southern parcel displays a few vacancies but it seems generally underutilised.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Vacancy levels appear to be low. There has been minimal development activity within the site in recent years. The only current development activity relates to the loss of allocated employment land to provide the Park and Ride facility. A number of previous employment units have now been lost to retail use. Site is likely to appeal to local occupiers with industrial uses however will be difficult to attract storage and distribution occupiers due to distance from motorway network and traffic congestion issues.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Existing stock appears dated. It is quite well occupied, but the site overall seems underutilised. Accommodation fulfils a demand and minimal investment would therefore be required in order to maintain this current form of built stock, which would continue to be attractive to potential occupiers.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located in an ideal employment location between two train tracks, no nearby sensitive uses.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is shown on the Council's Land Terrier.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There are minimal local facilities / amenities close to the site.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Accessibility is below average. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is congested and provides poor access to the wider strategic highways network.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Overall, the quality of the infrastructure on site is below average. There are a number of cars parked on the road restricting access to the site. Despite this, some parts of the site have adequate car parking available. Site access is generally adequate for the uses undertaken within the site, however more heavy use by articulated vehicles would require better provision.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> An initial review of the site suggests that the site is not particularly accessible by means other than the car. It is located in fairly close proximity to Hazel Grove and therefore could be considered to be walking distance from the village; however, there are no train stations nearby and the bus links appear to be fairly poor.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is clearly previously developed and is currently occupied as an employment site.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is not within an area at risk from flooding. Some historic uses could have resulted in residual contamination within some parts of the site and the site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> There are a large number of units on site with a range of uses from office to light industrial. The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The western part of the site has planning permission for a park and ride facility, which has now been built out (DC/051437). The remainder of the site is allocated for employment use.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		25/39

SITE 55 / MARSLAND STREET, HAZEL GROVE

Map Data © 2014 Google



KEY DETAILS

Address	Marsland Street Industrial Centre, Hazel Grove, Stockport, Cheshire, SK7 4ER
Site Area	0.194ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2
Description of Site	Site comprises a series of workshops in a poor state of repair, primarily used for industrial purposes including car workshops. Around a third of the units seems to be vacant. The site is located close to residential areas, and is bounded by houses on three sides.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site appears to be reasonably occupied. Minimal recent development activity. The units likely to be of interest to local industrial / workshop occupiers only	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The buildings are in a poor state of repair and are not of high physical quality. Whilst they would suit specific occupiers, investment would be needed to ensure that accommodation would be suitable for a range of employment users.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located within a residential area close to some residential dwellings. Generally, we do not consider that this area to be an appropriate location for employment use.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is made up of a number of individually owned and operated buildings. There is no Council ownership on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located close to a range of facilities and amenities within Hazel Grove. The site is well located for amenities and facilities.	3
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is located on the A6 and therefore well connected in terms of highways links. The A6 is not a particularly quick road capable of dealing with large volumes of traffic and, therefore, journey times to the M60 and wider motorway network may be slow.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure on site is poor. The site is bisected by a small road; a single carriageway that should be one-way only. There is a significant amount of parking on site; however, because of nearby residential uses there appear to be some conflict between residential parking and parking associated with the employment area. Access is restricted to the site as Marsland Street is a dead end.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located close to Hazel Grove train station just off the A6, which has regular bus routes into Stockport and the surrounding area. We would therefore consider the site to be well located in terms of accessibility.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site has previously been developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is of poor quality and appears to be a history of heavy industrial uses, which could result in contamination of the site but there are no records shown on the Council's contaminated land databases	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> There are a range of historical uses underway within the site. It is assumed the authorised use for the site is for employment purposes.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> As an existing employment site it is protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1

TOTAL	22/39
--------------	-------

SITE 56 / Pepper Road



KEY DETAILS

Address	Pepper Rd, Hazel Grove, Stockport SK7, UK
Site Area	17.2
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office) B2 and B8
Description of Site	Range of employment units, with a real mix of uses and quality. Generally well occupied and predominantly in office use including some blue chip companies such as Adidas. There has however been some dilution of use through non-employment uses.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well occupied despite the below average appearance of the site. The site is large and there is evidence of recent development activity. There are some limited vacancies; however this is to be expected within a site of this size.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The range of stock is broad both in terms of quality and in terms of types of use. Given the size of the site and the range of accommodation, the site would be suitable for a range of users with minimal investment.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located in an ideal employment location away from sensitive uses.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. There are no council ownerships on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The nearest amenity is provided at Hazel Grove local centre, which is located along the A6 circa 1.5km away.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Accessibility is below average. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is fairly congested and provides a poor access to the wider strategic highways network.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Overall, the quality of the infrastructure on site is good. The quality of the road network within the site is good and there are a range of parking areas associated with many of the individual units. There is also some dedicated on-street car parking and the road widths are suitably designed for this purpose.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located some distance from Hazel Grove however whilst the site is fairly well served by bus, the nearest Train Station (Hazel Grove) is located circa. 3km away.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is clearly previously developed and is currently occupied as an employment site.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referred to on the Council's contaminated land register.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> There are a large number of units on site with a range of uses from office to industrial. The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is an allocated employment area.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		30/39

SITE 57 / Rhino Court



KEY DETAILS

Address	Rhino Court, Bramhall Moor Technology Park, Hazel Grove, Stockport , SK2 7JE
Site Area	2.2ha
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office) B2 and B8
Description of Site	The site comprises a small office complex located just off Bramhall Moor Lane to the south west of Haze Grove. The site sits immediately to the south of the former Man Diesel Site, which has been redeveloped for Housing. The site appears to provide a suitable quality of office accommodation, and occupancy rates seem good.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site now appears to be well occupied (circa 85% occupancy rate). The units have been constructed fairly recently so that market interest seems justified.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The range of stock is ideally suited to an office occupier and would require very little investment.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located in an ideal employment location away from sensitive uses furthermore; the type of uses within the site would not be likely to cause nuisance.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within single ownership. There are no Council ownerships on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The nearest amenity is provided at Hazel Grove local centre, which is located along the A6 circa 1km away.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Accessibility is below average. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is fairly congested and provides a poor access to the wider strategic highways network.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Overall, the quality of the infrastructure on site is good. The quality of the road network within the site is good and there is a suitable amount of parking for the uses proposed.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located some distance from Hazel Grove and whilst the site is fairly well served by bus, the nearest Train Station (Hazel Grove) is located circa. 3km away.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is clearly previously developed and is currently occupied as an employment site.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referred to on the Council's contaminated land register. However, given that the site has recently been developed, we anticipate that contamination matters will have been addressed.	3
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is an allocated employment area.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		31/39

SITE 58 / NEWBY ROAD

Map Data © 2014 Google



KEY DETAILS

Address	Newby Road Industrial Estate, Levens Road, Hazel Grove, Stockport, SK7 5DL
Site Area	17.4ha
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office) B2 and B8
Description of Site	Range of employment units, predominantly industrial along with some storage and distribution the site offers a range of units however is poor quality overall. The units seem generally well occupied. Some of them are currently for sale for employment/ industrial uses. There has been dilution to non employment uses. Infrastructure quality is very poor.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well occupied despite the below average appearance of the site. The site is large with minimal recent development activity. The quality of the stock reflects the uses carried out within the site (predominantly industrial).	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Existing stock appears dated; however, it is well occupied. Accommodation fulfils a demand and minimal investment would therefore be required in order to continue this level of interest.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site's location generally seems well suited for employment. However, it is bounded to the west by a residential area, which might cause some conflicts.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. One unit is shown on the Council's land terrier.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The nearest amenity is provided at Hazel Grove local centre, which is located along the A6 circa 1km away.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Accessibility is moderate. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is fairly congested and provides a poor access to the wider strategic highways network.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Overall, the quality of the infrastructure on site is moderate. There are a large number of cars parked on the road. However, some parts of the site have adequate car parking available. Site access is generally adequate for the uses undertaken within the site; however more heavy use by articulated vehicles would require better provision.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located in fairly close proximity to Hazel Grove and the site is fairly well served by bus. In addition Hazel Grove Train Station is located a short distance away and can be accessed directly from the eastern boundary of the site via an overpass.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is clearly previously developed and is currently occupied as an employment site.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site contains several references to contaminated land which can be referenced from the Council's GIS system.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> There are a large number of units on site with a range of uses from office to light industrial. The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is an allocated employment area.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		29/39

SITE 59 / SANDHURST ROAD



Map Data © 2014 Google



KEY DETAILS

Address	Sandhurst Road, Stockport, SK2 7NY
Site Area	0.506ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2, B8
Description of Site	A small complex off Sandhurst Road, on the outskirts of Stockport, comprising a number of furniture wholesale uses, a small office building, and newly improved units which are now occupied by "Pro Paint" accident repair centre as an anchor tenant. The site is located down a residential road and is close to a school.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Occupancy levels have increased over the past years. The site is now reasonably well occupied, with the repair centre acting as an anchor. There has clearly been recent development activity, with the construction of modern employment units.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The location of the site remains unattractive, however there has been recent investment and the quality of the stock has improved, increasing the ability of the site to attract users.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is primarily residential. Stockport School is immediately adjacent a cause for conflict associated with both noise and traffic during peak periods.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site is within a single ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The area is located in a residential area however there is a small shopping parade along the A6 approximately 400m to the west.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The access to the strategic transport network is moderate. Whilst the site is close to the A6, this road suffers from congestion and does not provide easy access to the strategic transport network.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of the infrastructure is poor. There is access taken off a small junction and the existing car park area is of poor quality.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located close to a number of residential properties and has a good bus service running close to the site, there is no train station.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> It is anticipated that there would be some level of contamination given previous uses. The site is referenced in the Council's derelict land database.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> As an existing employment site it is protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area	1
Total		23/39

SITE 60 / BREDBURY EAST



Map Data © 2014 Google



KEY DETAILS

Address	Bredbury Park Industrial Estate, Bredbury, Stockport, SK6
Site Area	74ha
Allocation	Employment
Use Class (E (Office)B2/B8)	E (Office) B2 and B8
Description of Site	The site is an allocated employment area, located to the north west of Stockport town centre. There are a range of E (Office) B2 and B8 uses within the site; however, there is a prominence of B2 and B8 uses. There has however been some dilution to non-employment uses, with training centres and smaller units found in a variety of uses including a brewery. Infrastructure from the main road and from the M60 is very good. However, there appear to be a lack of supporting services and given the site's physical separation from the nearby villages of Brinnington and Woodley, the provision of amenity uses seems fairly limited. The site contains the Bredbury Waste Recycling Plant and Anaerobic Digestion Facilities. It is understood that the Green Belt Land adjacent to the north of the site boundaries could become subject to a planning application for strategic warehousing/ manufacturing uses in the future.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Bredbury East appears to be well occupied with small amounts of vacant units. There is a real mix of stock available within the industrial estate, ranging in terms of use and in terms of quality. All forms of stock appear to be well occupied. In addition there has been some more recent development activity, including new office cabins in the north of the site. Excellent links to the motorway network and various types of stock provide for a wide range of local, regional and national occupiers making this a very attractive location.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site is viable in terms of its ongoing use. Given the high occupancy levels and broad range of units it is suggested that there would not be a requirement in the near future for significant investment.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is well suited to industrial use. There are some small residential areas within close proximity to the site. However, generally there is good separation between the industrial estate and nearby sensitive uses.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership including Council ownerships.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There is a lack of nearby local amenities and facilities directly serving the site. Notwithstanding this, there are a large food store (Morrison's) and a McDonalds restaurant to the south. The site is moderately located for amenity.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is very well served in terms of access. It is very close to the M60 and junction arrangements from the M60 to the site appear to be good.	3

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is very good.	3
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> Both Bredbury and Brinnington train stations are within close proximity to the site. Furthermore a number of bus routes run in close proximity to the site.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referred to on the Council's contaminated land and landfill data bases. The site is not located within a designated flood zone and is at low risk from flooding	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is an allocated employment area.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area, but its retention for employment use is a priority for the Local Authority.	3
Total		35/39

SITE 61 / BREDBURY WEST

Map Data © 2014 Google



KEY DETAILS

Address	Bredbury Park Industrial Estate, Bredbury, Stockport, SK6
Site Area	30.5ha
Allocation	Employment
Use Class (E (Office)B2/B8)	B2 and B8
Description of Site	There are some non-traditional employment uses on site, notably a go-karting unit and antiques dealership and offices for children's services. The site however is generally populated by more heavy industrial and distribution uses. The infrastructure within the site is of poorer quality and there is no properly defined circulation route.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Bredbury West is anchored by a number of large scale users (i.e. TNT and a number of other nationally renowned storage and distribution facilities) and a Euro Garages Car Park distribution facility. It also includes several vehicles/ plant hire operations. The site is more focussed around logistics / industrial facilities (B2/B8) uses than Bradbury East, which supports some office floorspace. Although the stock is dated and in some cases of poor quality, the location of the estate is excellent in providing access to motorway networks which will continue to attract logistics operators. There notably seems to have been good demand for the new trade warehouses under construction, with a number of units already pre-let.	3
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Some stock seems to have been recently improved/ invested in. Further investment to bring more of the stock to a suitable standard would however be beneficial. Notwithstanding this, the units that are occupied appear to be well used and are fulfilling a market requirement within the overall provision of the industrial estate.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The suitability of the surrounding area is very good for employment use. There are some residential units to the very north of the site; these are fairly well separated from the wider industrial estate to the south.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownerships. There is no Council ownership on site.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is moderately located for amenity. Nearby Brinnington and Bredbury provide a range of shops and facilities. There is minimal provision within the estate itself, on which the only amenity is a petrol station.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site has excellent access to the strategic transport network.	3

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Overall, the quality of infrastructure within Bredbury West appears to be much poorer than Bredbury East. The roads are in fairly poor condition and they are not particularly well designed in terms of circulation. In addition they are quite narrow, creating congestion issues within the site.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is well accessed, by bus services running along Ashton Road. The site is some distance from both Brinnington and from Bredbury train station; however, it is considered that access is still good.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referred to on the Council's contaminated land data bases and is not at risk from flooding.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated for employment use, in a key employment location within the Borough.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area, but its retention for employment use is a priority for the Local Authority.	3
Total		32/39

SITE 62 / PEAR MILL



Map Data © 2014 Google



KEY DETAILS

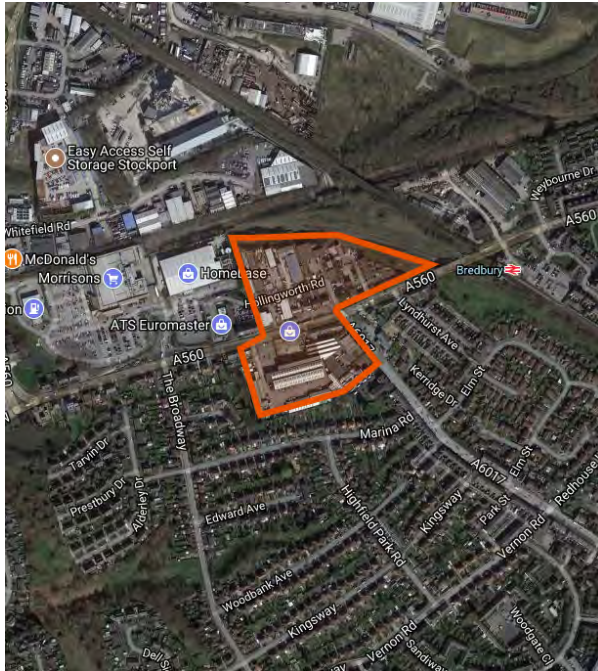
Address	Pear Mill Industrial Estate, Stockport Road West, Stockport, Cheshire East, SK6 2BP
Site Area	3.33ha
Allocation	Major Existing Developed Site (MEDS) in the Green Belt subject to saved UDP Policy GBA1.7 and NPPF
Use Class (E (Office)B2/B8)	E (Office), B8 (Retail and Leisure)
Description of Site	Pear Mill is located outside Stockport, close to an electricity sub-station. The building is in good condition and appears to be well let, with few vacancies. Very few traditional employment uses are within the site, offering more of a leisure facility. There are a range of shops and leisure facilities including a climbing wall. The amount of employment floorspace needs to be confirmed; however, the assumption is that the majority of the site and mill building accommodate a range of retail and leisure uses.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The building is well let with few vacancies. This is also reflected in the quality of the stock. The mill building has been well maintained. This is an established business location close to the motorway and Stockport Town Centre. Demand is most likely to be from trade/quasi retail occupiers and not for employment.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Due to the condition of the stock, we would suggest that it would be easy to maintain the building and to attract new users without investing significant sums. However this is unlikely to extend to attracting traditional employment uses.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The complex is located away from other sensitive uses and is compatible with the surrounding area.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within single ownership. There is no Council ownership on the site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> There are some facilities on offer including limited café / retail uses within the site. Outside of the site there is not a lot of supporting facilities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is well located for strategic transport access.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is good. The site generally has been well maintained and the supporting infrastructure is very good with suitable car parking.	3

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is not particularly accessible by means other than the private car.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The site is located within a high risk flood area (Zone 3). Pear Mill is a Grade II * Listed Building. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated as a Major Developed Site in the Green Belt which provides flexibility when considering employment uses. The Mill also contains a number of retail and leisure uses including a family play area and climbing wall. As an existing employment site it is also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		28/39

SITE 63 / STOCKPORT ROAD WEST



Map Data © 2017 Google



KEY DETAILS

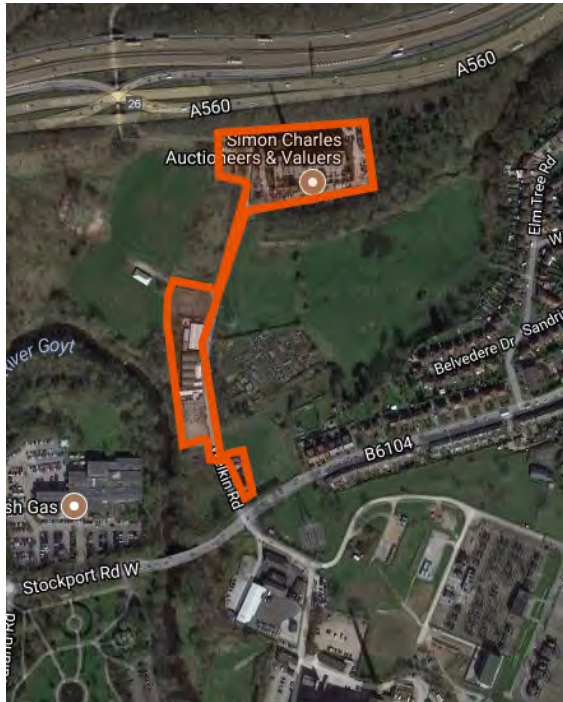
Address	250 Stockport Rd W, Stockport, Cheshire SK6 2AN
Site Area	4.72Ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2
Description of Site	A small cluster of industrial units associated with an old mill building, situated to the north and south of Stockport Road West. Handley Printers is the anchor occupier to the south, also home to TKS and other operators, including a wine/ beer wholesaler and engineering firms. The accommodation quality is poor generally poor (better in the northern area of the site). The site is however fairly well utilised by the current occupants: while there are vacancies on the roadside units fronting the south of Stockport Road, all the units further south are occupied. It is understood that there could be some interest for a retail conversion of the underutilised units fronting the road.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The buildings are well occupied; however one of the anchor units is vacant. No evidence of recent development activity. The mill building and associated buildings to the south of the A560 are of poor quality, however to the north of the main road, the quality of accommodation is better. The quality of the existing stock limits market interest; however the location would generate interest if an improved standard of accommodation were available.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The majority of the site would not be suitable for other uses without significant investment. However the units to the north of the A560 are of better quality and would require less investment.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located along Stockport Road, close to Bredbury Industrial Estate in close proximity to residential dwellings along Lime Street and along Stockport Road West. This does create opportunity for conflict with other uses.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within multiple ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> To the east of the site, there is a small parade of shops, including a pharmacy, a medical centre and a local shop. A large supermarket (Morrison's) and a McDonald's restaurant are also within walking distance. Amenity is moderate.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Closely located to the M60; however, Stockport Road West is busy and experiences congestion.	2

Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure within the site is mixed. To the north, the site infrastructure is good with suitable access to entrance/exit junctions and large turning areas for vehicles; however to the south the site is constrained. Overall the infrastructure is moderate.	2
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> It is close to a series of routes which service Stockport (no. 330, 380, 383, 386). The site is also within 300m of Bredbury Rail Station. There is little provision for cycling, it is a busy site and there are no dedicated cycle lanes. However proximity to residential areas gives good pedestrian access.	3
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> We are not aware of any contamination issues however the site is shown on the Council's contaminated land data base.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	2
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> As an existing employment site it is protected under Core Strategy Policy AED-6	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		25/39

SITE 64 / WELKIN MILL



Map Data © 2017 Google



KEY DETAILS

Address	Welkin Mill, Welkin Rd, Bredbury, Stockport SK6 2BH
Site Area	2.76 ha
Allocation	Unallocated. Green Belt designation subject to saved UDP review Green Belt Policies and the NPPF.
Use Class (E (Office)B2/B8)	B2
Description of Site	Welkin Mill and associated buildings are located off Welkin Road, which is accessed directly from Stockport Road West. The employment area is anchored by the large mill building at the bottom of the road, immediately adjacent to the M60. There are a number of newer shed units down the road that accommodate a range of employment type users (including Paint wholesales, timber wholesaler). Although not much by way of traditional employment uses. The mill building is in fairly good condition and appears to be well occupied, with an auction house taking most of the floorspace (ground and first floor). Some previous occupiers (including the paintball operator and colour printers company) appear to have closed. Most units along Welkin Road seem in reasonable condition and well occupied.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> There is little vacancy in the buildings along Welkin Road, and the mill building is well occupied by the Auction House. There is no recent development activity of note, but the buildings (including the mill) all seem in reasonable condition). The site benefits from good prominence to motorway but has poor access.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The mill building is in a fair state of repair, in a suitable condition for to uses that are currently present on the premises. Significant amounts of investment to bring the mill building back into a higher state of repair would however be necessary to attract higher profile occupiers. Less money is needed in terms of the newer units down the road; however, they would be unattractive in their current state to high-profile employment occupiers.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is quite secluded from sensitive uses, but with good prominence onto the M60. The site itself is well suited to employment use.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> We understand that the site falls within a single ownership. There is no council ownership on site but this site is surrounded by land highlighted in the Council's land use terrier	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located off the main road, some distance from both Bredbury and Stockport. There is very little by way of amenity and associated supporting facilities.	1

Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Access is good. The site is located in close proximity to Junction 1 and Junction 27 of the M60.	3
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Quality of infrastructure is incredibly poor. The road is in very poor condition and the junction onto the main road is unsuitable. Additional parking has been provided but it is of low quality (muddy, unsurfaced area) and remote from the buildings.	1
Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> It is not a particularly accessible site. There is no bus service that runs directly through the site; however, there are some buses routes (no. 330, 380, 381, 383, 384, 386) that run past the end of the road that leads down to the site. There is 400m distance from the bus stop to the mill building.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The Mill is a locally listed building. Given the age of the mill building there may be some historic pollutants within the mill itself which would need to be assessed further. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is unallocated; however it is an existing employment site in the Green Belt and development would have to comply with Green Belt policy set out the National Planning Policy Framework and saved UDP Green Belt policies As an existing employment site it is also protected under Core Strategy Policy AED-6.	2

Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		26/39

SITE 65 / CHADKIRK INDUSTRIAL ESTATE

Map Data © 2014 Google



KEY DETAILS

Address	Chadkirk Business Park, Vale Road, Stockport SK6 3NE
Site Area	5.12ha
Allocation	Major Existing Developed Site (MEDS) in the Green Belt subject to saved UDP Policy GBA1.7 and NPPF.
Use Class (E (Office)B2/B8)	E (Office) B8
Description of Site	Chadkirk Industrial Estate is located just to the south of Romiley in a rural location. Whilst the site is named as an industrial estate / business park, there are a number of pseudo-employments retail style uses here, including two second hand car showrooms, a furniture showroom and a farm shop. There are also a range of outdoor / type timber merchant type units. The overall feel is less of an employment area and more of a bulky goods / out-of-centre rural retail area.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site appears to be performing fairly well, however the employment density of this site is diluted somewhat by the presence of non-employment uses. The site is suitable for local occupiers / small businesses however it is not a storage & distribution location.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The existing stock is in a good state of repair and appears to be well occupied. The estate has been converted in a manner that makes it suitable for a range of different uses.	3
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is rural in nature and is located away from potentially conflicting uses. However the area would not be suitable for storage and distribution uses given poor accessibility.	3
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is in single ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located outside of Chadkirk itself and is not located within close proximity to any amenities or facilities. However there are some limited facilities provided on-site to cater for employees, and an organic food store is located nearby.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site is located in a semi-rural location and is not located in close proximity to any main highways. There are no particularly good links from the site to nearby motorways.	1
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of the infrastructure on site is good. There is a range of suitable car parking and the internal highway arrangements appear to be suitable given the size of the facility.	2

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is not located in a particularly sustainable location is not situated in close proximity to public transport routes. Furthermore, the remote location means that it is unlikely that pedestrian or cycle access would be appropriate.	1
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are known environmental constraints. The site is located in the Green Belt and is located in the pit of a valley; additionally the site is adjacent to the River Goyt and is therefore located within flood risk zone 3. The site is referred to on the Council's contaminated land data bases.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site is allocated as a Major Developed Site in the Green Belt which provides flexibility when considering employment uses. As an existing employment site it is also protected under Core Strategy Policy AED-6.	3
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		28/39

SITE 66 / GREEN LANE BUSINESS PARK



Map Data © 2014 Google



KEY DETAILS

Address	Green Lane Business Centre, Green Lane, Romiley, Stockport, SK6 3JQ
Site Area	1.42ha
Allocation	Saved UDP Policy Guidance Area PG1.5 allowing for commercial, leisure; business or small industrial units
Use Class (E (Office)B2/B8)	B2, B8 some E (Office)
Description of Site	The site is located just off the main road running into Romiley and is anchored by an Aldi food store. There is one large plot which remains available/undeveloped. Despite a number of office space vacancies, the rest of the employment area is generally well occupied, with a real mix of potential users and occupiers, units of different sizes and styles. These include offices, building supplies businesses and car sale units. There is a large range of stock, with mixed quality and specifications.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> There are not many vacant units, and there does not appear to have been development activity on site since the last review. The site would generally appeal to local small-scale occupiers.	2
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The stock is generally of good quality. Some poorer quality stock may require some work in order to ensure that it is suitable for future occupiers. Several of the units within the site are not used for traditional employment purposes.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The area is surrounded by a residential area and it is therefore considered that any intensive industrial use would be inappropriate at this site. The surrounding uses create the potential for conflicting uses. The Canal forming the Western edge of the site is a Conservation Area.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is under multiple ownership. Graylan House in the NE corner of the site is shown on the Council's land terrier.	1
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located close to Romiley Town Centre, and directly adjacent to an Aldi food store, providing good amenity and local facilities.	3
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site does not have good access to the strategic highway network.	1
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> The quality of infrastructure is very poor. There are not enough car parking spaces; with very poor access via the single road through the site with no turning head, results in frequent congestion.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located close to residential areas and also Romiley Town Centre. Access by bus and rail is poor.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are likely to be some contamination issues. The site is referred to on the Council's contaminated land data bases. The site is not located within an area at risk from flooding.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within saved UDP Policy Guidance Area PG 1.5 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		24/39

SITE 67 / OAKWOOD MILL, ROMILEY



Map Data © 2014 Google



KEY DETAILS

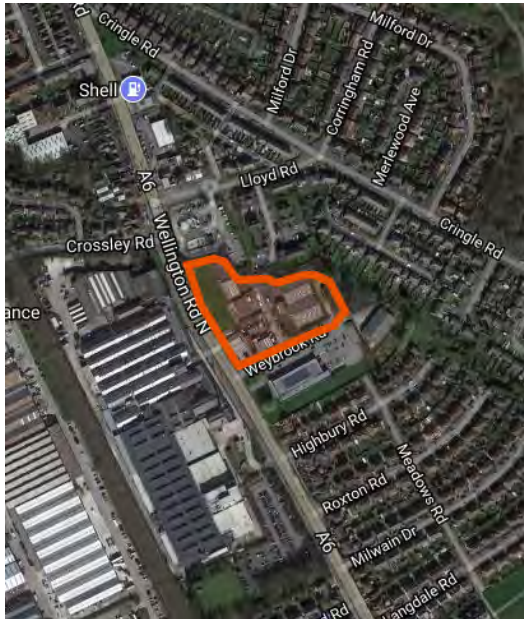
Address	Oakwood Mill, Canalside Buildings, Oakwood Road, Stockport, SK6 4DZ
Site Area	0.472ha
Allocation	Out-of-centre
Use Class (E (Office)B2/B8)	Sui-generis
Description of Site	It is used currently as a paper product manufacturing facility. It is unallocated and located down a very narrow road, adjacent to the river Goyt. The quality of accommodation is poor and is highly specific to the use of the facility as a paper recycling depot. Road infrastructure and the general environment and condition of the site seem very poor.

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is currently well used; however, it is in very poor state of repair. It is used as a paper product manufacturing facility. We would suggest that if this use ceased, there would be a real difficulty in finding another suitable occupier for this site. It is a highly bespoke use and the mill building has been adapted for this use over a period of time.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The site would require a significant amount of investment in order to attract another occupier.	1
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The surrounding area is rural in character and not particularly well suited to the current employment use. There are a number of nearby farmhouses and whilst the site is isolated in terms of surrounding uses, the rural nature would suggest that the site is not particularly suited to employment use; certainly not an intensive employment use.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is within single ownership. There is no Council ownership on site.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The site is located away from Romiley Town Centre and other local amenities or facilities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> The site has poor connectivity to the strategic transport network.	1
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Given the site is located down a very narrow road, this leads to poor quality of supporting infrastructure	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is not particularly accessible; however, it is worth noting that the site is located close to Romiley train station.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed and is an existing mill building.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> The historic use of the mill building may have resulted in some land contamination but is not included within Council's contaminated land data bases. The site is not located within a flood risk zone. The southern edge of the boundary touches Hydebank Tunnel a conservation area.	1
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> As an existing employment site it is also protected under Core Strategy Policy AED-6.	2
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
TOTAL		20/39

SITE 68 / BLACKBROOK TRADING ESTATE



Map Data © 2017 Google

KEY DETAILS

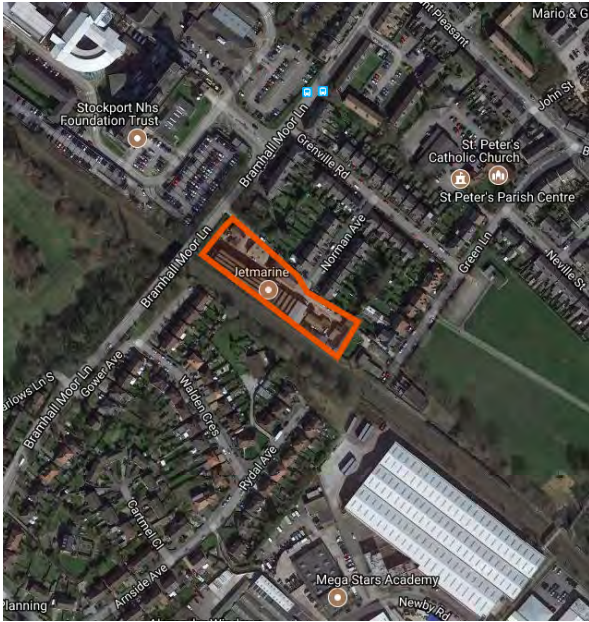
Address	Weybrook Rd, Stockport, Manchester M19 2QD
Site Area	1.41ha
Allocation	Predominantly residential area
Use Class (E (Office)B2/B8)	E (Office), B2, B8
Description of Site	A small site located along the A6 between Stockport and Manchester. Most of it is previously developed, however the plots directly fronting the road are unbuilt. The central part of the site consist of vacant warehouses, with space currently being marketed through advertising boards. Overall, only two buildings seem occupied: these are Brook House, a fairly good quality office building at the back of the site (occupied by HBL Associates engineers).

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> Most of the site is vacant, and while the warehouses in the centre of the site seem to have been refurbished over the past few years, there is no evidence of recent development activity. Despite its good connectivity to the transport network, very poor site infrastructure and the proximity of non-employment occupiers seem likely to be factors reducing its attractiveness to occupiers.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> The vacant second hand car centre units at the front of the site are in poor condition and would require investment to attract new occupiers, but the warehouses and office block seem in fair condition and fit for purpose. However, significant infrastructure investment to improve access and parking would seem essential to attract prospective occupiers.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located on a main road; however, the surrounding area is contains sensitive uses including residential and community buildings. Generally, the area is acceptable for employment use, but it is not ideal.	2
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> It is understood that the site is principally owned by 2 main private landholders.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> Located close to Heaton Chapel Local Centre, which provides a range of services and facilities. It is also directly adjacent to an Aldi supermarket The site is well located for access to local facilities.	1
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access)</i> Access to the strategic transport network is good. Wellington Rd North leads into Stockport and connects to the M60 via Manchester Rd. The A6 also connects to Manchester to the north; however this route suffers from congestion during peak periods.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Site infrastructure is poor. It shares access with the Aldi supermarket, which creates congestion at the junction. There is minimal provision of parking spaces, and internal roads are widely used for on-street parking, so that there would be real parking challenges should the site become more occupied.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located on a main road with good bus links into Manchester and Stockport (no. 171, 191 and 192). Heaton Chapel rail station is located c 750m to the south. Overall public transport access is moderate. The proximity to residential areas enables pedestrians to enter the site.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> Most of the site is previously developed. It includes a few undeveloped plots fronting the road though.	2
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> Flood zone type 3 runs to the north and east of the site. There are no known contamination records, however given the proximity of a petrol station some ground and water pollution may have occurred.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site falls within a designated "predominantly residential area"	1
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not lie within a Priority Area.	1
TOTAL		22/39

SITE 69 - NATIONAL TRADING ESTATE



Map Data © 2017 GOOGLE



KEY DETAILS

Address	Bramhall Moor Ln, Hazel Grove, Stockport SK7 5AA
Site Area	0.48ha
Allocation	Unallocated
Use Class (E (Office)B2/B8)	B2
Description of Site	Series of small units and workshops. Predominantly in industrial use (manufacturing, car workshops etc/), but including some non-employment uses such as a gym

APPRAISAL CRITERIA

Market Performance	<i>Market performance including consideration of vacancy levels, development activity and market interest.</i> The site is well occupied and of clear interest to local industrial occupiers. However, recent development activity is minimal and it is highly unlikely that it will attract higher profile potential tenants.	1
Viability for Employment Use	<i>Suitability of the site and existing building stock and whether the site would require significant investment.</i> Units are generally in good physical condition and fit for their current purpose. However, investment would be needed in order to make the site suitable for a wider range of occupiers.	2
Suitability of the Surrounding Area	<i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i> The site is located in a residential area, very close to existing housing. Access requires crossing this residential area. The location is generally not appropriate for heavy industrial / employment use. Some conflicts/ amenity issues are already present, notably as chemical smells are notable at the site entrance, close to houses.	1
Ownership Constraints	<i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i> The site is in multiple private ownership, with at least 5 different landowners holding freeholds within its boundaries. There is no known Council Ownership.	2
Local Amenities / Facilities	<i>Accessibility and proximity of the site to local amenities / facilities.</i> The nearest amenity is provided at Hazel Grove local centre, which is located along the A6 circa 1km away.	2
Access to Strategic Transport Network	<i>Accessibility of the site via the strategic transport network (not immediate site access).</i> Accessibility is moderate. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is fairly congested and provides a poor access to the wider strategic highways network.	2
Quality of Infrastructure	<i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i> Overall poor quality of infrastructure. The site is bisected by a narrow road in poor condition. On-site parking provision is minimal, so that parking issues are likely to create conflicts with neighbouring residential uses.	1

Accessibility by Non-Car Modes	<i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i> The site is located in fairly close proximity to Hazel Grove and the site is fairly well served by bus. In addition Hazel Grove Train Station is located a short distance away.	2
Previously Developed	<i>Whether the site is previously developed land, or greenfield land.</i> The site is previously developed.	3
Known Environmental Constraints	<i>Whether the site is likely to be affected by known environmental constraints.</i> There are no known environmental constraints and the site is located away from areas at risk of flooding. However, given the historic use of the site and its surroundings and the presence of a historic landfill nearby, it is likely that it would suffer from some degree of contamination.	2
Planning Status	<i>Whether the site has planning permission for employment development and any other relevant planning history.</i> The site either has planning permission for, or is considered acceptable for, employment uses.	3
Policy Considerations	<i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i> The site lies in a predominantly residential area on the adopted proposals' map.	1
Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not lie in a Priority Area.	1
TOTAL		23/39