

Planning Brief

Hopes Carr
Stockport

Adopted
November 2004



PLANNING BRIEF: HOPES CARR

1. Objective

1.1 The primary objective of this brief is to give clear guidance to potential developers concerning the future development of the Hopes Carr area. Preparation of the brief is prompted by several factors including

- Its location within the Town Centre/M60 Strategy Area
- Its location adjacent to the Council's SRB3 Market/Underbanks area
- Its location adjacent to the Hillgate THI area and Conservation Area
- Increasing private sector interest in the area
- Review of the UDP
- The continuing physical and economic decline of an area of historical importance associated with eighteenth and nineteenth century industrial development of Stockport.
- Its location adjacent to the Stockport-Marple Integrated Transport Corridor which runs along Wellington St/Churchgate

1.2 The brief has been prepared by officers of Stockport Council in consultation with local land and property owners. Consultations have also taken place with other organisations, including the Northwest Development Agency, English Heritage, North West Water, Environment Agency, the Greater Manchester Archaeological Unit, the Greater Manchester Geological Unit and the Commission for Architecture and the Built Environment. All consultees are listed in Appendix 1.



2. History

- 2.1. Hopes Carr is one of the oldest surviving industrial areas in the town centre. There are strong links with the industrial revolution in the surviving buildings, industrial features, streetscape and the Hempshaw Brook.
- 2.2. Industrial buildings and workers' dwellings have co-existed here since the 1750's, a feature of the area's association with the early development of the silk and textile industry. The 'Carrs' became the second area in Stockport to have a water-powered mill.
- 2.3. The Hempshaw Valley, south of the mills was once the Lower Carr Reservoir. Little evidence remains of the Higher Carr Dam constructed upstream, under the powers of an Act of Parliament in 1744, to flood the valley and impound the water as a reservoir to provide the power for the early silk mills. The Hempshaw Brook and two linear strips of dense overgrown woodland now provide an area of green open space. By the 1780's the town's silk industry was in decline and the first mills in Hopes Carr were converted to cotton spinning.
- 2.4. The area reputedly takes its name from the Hope family when Thomas Hope acquired the Carr Mills after a succession of owners in 1797, renting out the surplus floorspace to businesses whilst operating a hatting business there. The 1872 OS map shows a hat manufacturer still based at the mill and links with the town's hatting industry continued into the nineteenth century with John Hope and his hat shop at 'The Carrs'
- 2.5. In the late 1820's the Carr mills were the main focus of the town's waste cotton spinning industry, recycling the waste cotton produced by other spinning firms to produce course yarn for the manufacture of candlewicks and heavy fabrics used for bed covers. In 1828 three-quarters of Stockport's cotton-waste spinning firms were based in Hopes Carr and by 1836 half of the town's candlewick manufacturers.
- 2.6. The late nineteenth and early twentieth centuries saw this industry disappear entirely from the area and the buildings given over to engineering, other types of manufacture and service industries.
- 2.7. At Lower Carr Mill, a 6-storey mill building, replacing an earlier silk mill on site, was demolished around 1981 although the mill race to drive the water wheel and tracts of the culverted Hempshaw Brook survive as features of interest. Nevertheless 'Lower Carrs' retains most of the atmosphere of the working conditions of the nineteenth century with its narrow street pattern and mill buildings giving this area its unique Identity.
- 2.8. Although many of the area's original buildings have been lost, the character and appearance of Hopes Carr continues to be defined by surviving groups of late eighteenth and nineteenth century buildings and the steep valley sides of the Hempshaw Brook.

2.9 On June 4th 1967 a DC4 British Midland plane crash-landed on an area between Hopes Carr and Waterloo Road, resulting in the death of 72 passengers. 12 passengers survived and were pulled free from the wreckage. A memorial and garden area fronting Waterloo Road remembers those who died there and honours the bravery of local people and emergency services involved in rescuing the survivors.

2.10 A general lack of investment, and a decline in the basic textile and manufacturing industries has led to this area becoming run-down, obsolete and under utilised.



3. Site Analysis

Existing land uses

- 3.1 Plan 1 shows existing land uses in the study area. This area, which is 3.2 ha in extent, is roughly triangular in shape bounded by Hopes Carr, Wellington Street/Churchgate and Waterloo Road. It is an area of mixed use comprising mostly commercial and old industrial premises, single smaller units, modern or listed offices, 3 retail units and 4 domestic houses, interspersed with vacant and derelict land/premises and open or overgrown land.
- 3.2 The area is characterised by major changes in levels and extensive areas of dense vegetation, sloping generally from east to west with the highest point at Churchgate (71m) and the lowest at Hempshaw Brook/Lower Carrs (54m). There are steep falls to the Brook on three sides from the east, west and from Waterloo Road. There is also a noticeable fall into the area from Wellington Street. The level changes have dictated the peculiarities of access for both vehicles and pedestrians.
- 3.3 Office uses predominate in the properties fronting Waterloo Road and Churchgate. Manufacturing and related uses are concentrated in Churchgate Mill, Orchard Street and the older mill properties fronting Hopes Carr and Lower Carrs. There is in addition the complex of buildings on Lower Carrs occupied by Bethel Engineering Ltd.
- 3.4 Car repair businesses are found on Lower Carrs, Lavenders Brow and Orchard Street. Shop uses are limited to the terrace nos.116-122 Wellington Street with some ancillary retailing in the Hopes Carr mills. Residential use is limited to nos.66 and 66a Churchgate, nos.41 and 43 Waterloo Road, above the shops and The Thatched House pub.
- 3.5 Vacant land and premises are concentrated on Lower Carrs and to the rear of Watson House. In June 2004 works units on Orchard Street were unoccupied and all the mill premises advertised floorspace to let. There are two surfaced Council-owned car parks on Lavenders Brow and Hopes Carr. The overgrown wooded banks of Hempshaw Brook and nearby open land fronting Waterloo Road dominate the appearance of the south of the area.

Adjacent uses

- 3.6 Southwest of Hopes Carr are the rears of commercial premises fronting onto Lower Hillgate. There is in addition a vacant, older commercial property in poor condition and car sales premises. Metered echelon parking takes place along part of the road.
- 3.7 To the west of Wellington Street are older, two-storey shop premises, the car park of Robinson's Brewery enclosed by a high, brick wall and a car repair/sales premises
- 3.8 North of Churchgate is the Rectory restaurant/hotel and residential properties. Finally, east of Waterloo Road is a mixed area of commercial and industrial uses. These areas are closely related to Hopes Carr and will be affected by changes.

Landscaping

3.9 Areas of Landscaping are located at the perimeter of the site: the car park / sub -station at the corner of Hopes Carr and Waterloo Road and the large gap site on Churchgate. The area at the car park contains the Stockport Air Disaster Memorials and is grassed, has trees and shrubs and is well maintained. The gap site is also a grassed area with trees and shrubs.

Building Conditions

3.10 The condition of buildings in the area tends to reflect their age and function. The condition tends to reflect the age and function of the buildings; those in best condition being the commercial and office buildings fronting the main roads. The poorest buildings are those that are currently vacant on Lower Carrs.

Public Utilities

3.11 The location and details of all existing services and private culverted watercourses can be checked with the Utility providers listed in section 10.

3.12 United Utilities have underground water mains, public sewers and electricity cables throughout the site and will require access easements for maintenance or replacement. A groundwater protection Zone, centred on the nearby Unicorn Brewery impinges on the site and should be taken into account. Information on the groundwater protection measures that may apply to proposed developments can be found within the Environment Agency's Publication "Policy and Practice for the Protection of Groundwater".

Land Ownership

3.13 Plan 2 shows land and premises in Council ownership. The remainder is in a variety of private ownership. A number of businesses are believed to own the premises that they occupy.

Listed Buildings

3.14 The following properties are grade II Listed buildings of special architectural and/or historic interest: -

- Nos. 78 and 80 Churchgate
- No. 96 Churchgate (Churchgate House)
- Former Chapel, Waterloo Road (Chapel Studio).

4. Policy context

4.1. The policies and strategies, which set the context for the regeneration of Hopes Carr are: -

- Regional Planning Guidance for the North West (RPG 13, March 2003)
- Government advice set out in Planning Policy Guidance Notes, in particular
 - PPG 3 (Housing),
 - PPG 6 (Town Centres and Retail Developments) ,
 - PPG 15 (Planning and the Historic Environment) and
 - PPG 25 (Development and Flood Risk).
- Stockport Unitary Development Plan (Adopted 1998)
- Revised Deposit of the Stockport Unitary Development Plan Review (May 2003)
- Towards A 2020 Vision Cleaner, Greener, Safer, Stronger (Stockport Council)
- Gateway to the Future (Stockport Council)
- Supplementary Planning Guidance Notes:
 - A) Recreational Open Space Provision and Commuted Payments
 - B) Provision of Affordable Housing (Adopted January 2003)
 - C) Town Centre Housing (Adopted October 2003)
- Stockport Economic Development Strategy

Development within the area must have regard to and support the following policies and principles.

Regional Planning Guidance for the North West

4.2. Regional Planning Guidance for the North West has as its core strategy the delivery of sustainable development, based on objectives which include:

- Achieving greater economic growth
- Securing urban renaissance
- Securing environmental quality

4.3. Policies set targets for the recycling of land and buildings stating that the redevelopment and re-use of vacant sites and buildings within urban areas should be a priority. Mixed-use developments should be considered for all sites within the town centres of the regions' towns and cities. Stockport should adopt as a target at least 80% of new dwellings, including conversions, to be constructed between 1996 and 2021 on previously developed land and existing buildings in sustainable locations.

Planning Policy Guidance (PPG) Notes:

PPG 3 Housing

4.4 This PPG provides Government guidance relating to the provision of housing and achieving development of the highest quality. It advises that when producing or updating planning policies, local authorities should take into account a number of factors but the following have particular relevance to the development of Hopes Carr:

- Promoting developments that combine a mix of land uses, including housing in town centres

- Planning to meet the housing requirements of the whole community including those in need of affordable and special needs housing;
- Providing wider housing opportunity and choice and a better mix in the size, type and location of housing than is currently available;
- Giving priority to re-using previously-developed land within urban areas including converting existing buildings for housing
- Creating sustainable residential environments
- Promoting good design in new housing developments,
- Linking development with public transport

A companion guide to PPG3, 'Better places to live: by design' provides guidance to help deliver good design in new housing developments.

PPG 6 Town Centres and Retail Developments (and Clarifications)

4.5 The key features of this Guidance and its relevance to the development of Hopes Carr are the emphasis on placing retail and leisure developments wherever possible in town and district centres. The effect of the guidance is to limit retail and leisure developments at Hopes Carr, which is an out of centre location.

PPG 15 Planning and the Historic Environment

4.6 This PPG is a statement of Government policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment. Of particular relevance at Hopes Carr is its proximity to two existing conservation areas, the presence of listed buildings and its heritage of historic buildings and environment that give this area its particular identity (paragraph 2.8). The PPG advises local planning authorities, developers, and property owners of a fundamental need to retain physical reminders of the past, the presence of which preserve the country's national identity and add to the quality of life.

4.7 Section 3 sets out Government Policy and Controls for listed buildings, a principle aim is to preserve the setting of a listed building. The general presumption is in favour of saving a listed building except when a case can be made against the criteria set out in the guidance for alteration or demolition. Developers will need to be able to justify their proposals and will need to show why works that would affect the character of a listed building are desirable or necessary. Other policies of relevance relate to the need and careful management required to protect the locality and surroundings of existing, adjoining conservation areas.

PPG 16 Archaeology and Planning

4.8 PPG 16 outlines policies for the treatment of archaeological remains. The guidance makes a distinction between remains of national importance and other remains. There are known or potential remains within Hopes Carr which, in accordance with the guidance, would require preservation by record should they be affected by any proposed development.

Stockport Unitary Development Plan (Adopted 1998)

4.9 The Unitary Development Plan (UDP) adopted in 1998 provides a borough-wide statutory framework for the development and use of land.

4.10 Hopes Carr forms part of Policy Guidance Area, PGA1.5 Hillgate East where a number of uses will be permitted: - Offices, business (class B1), sheltered workshops, industrial, leisure including hotels, and car parking. Residential use will be permitted provided that the development creates a satisfactory environment for residents. Development should be of a high standard of design and make a contribution to the renewal and environmental improvement of the area. Proposals will be subject to policies UN7.1 to UN7.3 relating to archaeological remains.

4.11 Policy UH 2.3 requires the provision of Affordable Housing. The Town Centre Housing Supplementary Planning Guidance adopted in October 2003 has modified this policy and for the next three years within the town centre, as defined in the SPG, the percentage of affordable housing is reduced to 12.5%.

Stockport Deposit of the UDP Review

4.12 The Revised Deposit of the Stockport Unitary Development Plan Review (placed on deposit May 2003) shows the whole of the Hopes Carr area designated within the Town Centre and M60 Gateway area, TCG 3.6, South East Quadrant. Though the boundaries of TCG 3.6 differ significantly from the boundaries of PGA1.5 in the Adopted Plan, the policy framework is similar. The main changes relate to greater encouragement for residential use and a specific restriction on the amount of retail development. "In this area retail development will not be permitted unless it is ancillary to other appropriate uses or is small scale development which accords with Policy PSD2.6 Local Shops". Within TCG 3.6, the following uses will normally be permitted:

Offices, Business (B1 use class), Industrial, Leisure, Car Parking and Residential

Towards A 2020 Vision Cleaner, Greener, Safer, Stronger

4.13 The regeneration of Hopes Carr will make a direct contribution to the key challenges listed below that are contained in the Council's community strategy,

- putting people first
- providing a strong and responsible economy
- creating safe and healthy communities
- protecting and promoting environment and heritage

Gateway to the Future

4.14 The Town Centre M60 Gateway regeneration strategy, adopted by Stockport Council in July 2000 provides a vision and framework to guide planned change in the M60 Corridor. It is incorporated into the review of the UDP and contains proposals for action over the next 20 years. Hopes Carr is identified as an action area within the strategy.

Stockport Economic Development Strategy

4.15 The strategy produced by the Stockport Economic Alliance provides the framework and action plan to guide economic development in the town centre over the next 10 years. The regeneration of Hopes Carr Urban Village is identified as a long-term project in the strategy and is seen as contributing to unlocking “Stockport’s potential as an economic force within the region....”



5. Site constraints

5.1. The following are considered to be constraints on the development of the area.

Ground conditions/contaminants/topography

- 5.2. Some land formerly occupied by businesses could have given rise to industrial contamination. Where development is proposed affecting these sites it will be necessary to demonstrate that any contaminants will not have an adverse effect. Stockport Council has commissioned a Phase 1 desktop survey of the Hopes Carr area, which includes an analysis of site history, geology, landfill search and walkover survey. It also identifies potential sources of contamination on site. The Phase 1 survey provides recommendations regarding the nature of further site investigations.
- 5.3. The major changes in levels that characterise the area have dictated the peculiarities of access for both vehicles and pedestrians. These changes will themselves have a major influence on the development of the area.
- 5.4 There are infestations of Japanese Knotweed along the slopes of the Hempshaw Brook valley and lower parts of Orchard Street. A more detailed survey will be required to determine the extent of this problem together with proposals by the developer to eradicate it. (Outcrops of Himalayan Balsam have also been noticed which may need to be eradicated.)

Historic Buildings of local interest

- 5.5 The historic character of the area comprises important, surviving historic buildings, some of which are statutorily listed and other groups of buildings, through their group value, which contribute to the unique character and development of the area. The townscape quality of the area has evolved from the relationship between the topography of Hopes Carr and its industrial development, giving the area its local distinctiveness. Listed below are buildings, which add to the character of the area.
- Factory Buildings extending back from Hopes Carr at the junction with Lower Carrs. These properties are in a reasonable state of repair and some have been extended over the years.
 - Properties on Waterloo Road including two semi-detached dwelling houses in good condition, a modern office block and a listed former chapel now operating as a design studio.
 - Properties on Churchgate consisting of a locally listed public house with adjoining dwelling house as identified in Policy 6.5 of the UDP two listed town houses, two former terraced houses and a large listed house all now used as offices. All these properties are in good condition; the town houses have been renovated recently.
 - Properties on Wellington Street consisting of two occupied dwelling houses, four shops, of which three are currently occupied, and an industrial unit located adjacent to the shops but set back from the street and at a lower level. Access to this unit is from Lavenders Brow. All these premises are in good condition.

- Churchgate Mill, its yard and former lodge is in good condition and well occupied. The square brick existing outbuildings could be demolished although the surviving brick chimney is a local landmark and should be retained.

5.6 While other building in the area also have historical interest Section 6.11 identifies those buildings, which the Council seeks to retain and their demolition will be resisted.

5.7 There is evidence of previous industrial activity associated with the Hempshaw Brook and below ground remains. An archaeological survey will be required in advance of development to properly identify and record all aspects of the archaeological importance within the site.-

Areas and species to be protected

Hempshaw Brook

5.8 Hempshaw Brook runs through culverts and eventually flows to the River Mersey. The Environment Agency (EA) classes it as a Critical Ordinary watercourse. The Agency has a view to designating the Hempshaw Brook a “main river”, and developers will need to consult the Agency regarding the timetable and implications.

5.9 The EA would seek to restrict new development within the 8-metre strip adjacent to Hempshaw Brook to ensure that there will be future machinery access to the channel and culvert. The EA has discretionary powers to carry out maintenance works on the channels of “main river” watercourses to remove blockages and ensure the free flow of water. The responsibility for the repair and condition of Hempshaw Brook, its channel, banks and adjacent structures such as culverts and retaining walls lies ultimately with the riparian owner.

5.10 Generally there should be no development or tree removal within 8 metres of the watercourse and the small area of floodplain immediately downstream of the culvert under Waterloo Road should be protected for its local rarity.

5.11 Any proposal to culvert Hempshaw Brook will require the prior consent of the EA under the terms of the Land Drainage Act 1991. Generally, the Agency seeks to avoid culverting and its consent for such works will not normally be granted except for crossings. It would also be inadvisable to build over the line of a culvert or directly adjacent to it as this could lead to structural problems in the future and obstruct access should remedial works be required to the culvert.

5.12 The EA supports any intentions to keep the Hempshaw Brook watercourse and riparian corridor open and any proposals to re-instate a reservoir feature will need early consultation with the EA. The possibility of recording, re-locating or replacing species to accord with any proposed redevelopment needs to be explored with the agency.

5.13 There has been previous flooding of property adjacent to the Hempshaw Brook and the EA recommends that for redevelopment of the low-lying areas of Hopes Carr, a flood risk assessment is undertaken as per guidance in PPG 25 “Development and Flood Risk”.

Protected Species

5.14 The presence of the old industrial buildings and water structures at Hopes Carr could be home to protected species such as bats or Great Crested Newts. The site may contain rare flora and other fauna resulting from the natural re-colonisation of the industrial wasteland. The Environment Agency advises that there are records of key bio-diversity indicator species found within the local vicinity. The following surveys will be required to accompany a planning application to redevelop the site:

- A Phase One National Vegetation Classification survey and basic habitat assessment
- A bat survey, focussing on the assessment of the potential of buildings principally rather than trees
- A tree survey

Access

5.15 Road access into the area is poor and is likely to be a major constraint on development although access is possible by other means such as by foot or by bike. The following paragraphs describe current access points.

- Hopes Carr via a downward sloping road at the former factory now occupied by Stockport Bedding Co. It is narrow, possibly hazardous under winter conditions and has a sharp right-angled turn into Lower Carrs, making it very difficult for large vehicles to negotiate.
- Waterloo Road by an unadopted, private access road leading to a restricted area known as Waterloo Road Yard, which contains a small prefabricated unit and an empty factory and outbuildings. The access road and enclosed yard area surfaces are unmade throughout. The yard area also slopes considerably.
- Churchgate through Lavenders Brow / Orchard Street, a narrow, downward sloping, setted road with a tight right-angled turn. The road is unadopted at the end of Orchard Street, becoming a series of pot-holed, unmade sections with tarmac on the sloping areas that lead to Bethell's complex and Lower Carrs.
- Pedestrian access into the area is via an historic stepped path from Wellington Street, Lower Carrs and Lavenders Brow.

5.16 The junctions of Hopes Carr with Waterloo Road and Wellington Street are both substandard in terms of visibility and may be a constraint on the use of this route to serve any redevelopment of the area.

Air Disaster Memorial

5.17 Section 2.9 identifies an area at the car park off Waterloo Road, which contains the Stockport Air Disaster Memorial in memory of victims of the 1967 air crash and the rescuers. Any new development should pay respect to the retention and sensitivity of a memorial area.

Environmental Impact Assessment (EIA)

5.18 Developments have the potential to impact upon the environment. Local Planning Authorities are required to check whether an applicant should undertake an Environmental Impact Assessment (EIA). Developers should contact the Council and request a screening opinion on the need for an EIA prior to submitting a planning application.

6. Development Opportunities

- 6.1 A mixed development is considered appropriate and is preferred in Hopes Carr, combining residential, light industrial and office uses with existing areas of open space.
- 6.2 Permitted uses outlined in the UDP Review, subject to detailed policy guidance (in particular the impact on existing housing) and development control considerations are:
- Office
 - Business (B1 use class)
 - Industrial
 - Car parking
 - Leisure
 - Residential
- 6.3 Retail development will not be permitted unless it is ancillary to other appropriate uses or is small development that accords with the UDP Local Shops policy (PSD2.6)
- 6.4 The Government Office for the North West (GoNW) has objected to the allocation of leisure as an acceptable use for UDP Review policy area TCG3.6 that covers Hopes Carr, on the basis that the UDP Review Plan does not justify the allocation in terms of need for this type of development. In response Stockport Council has commissioned an assessment of the need for additional leisure development in the borough together with an appraisal of sites and areas for sequential preference for leisure development to inform the UDP Review process. Notwithstanding the aforementioned, any leisure development whether D2 or A3 amounting to more than 800 sq m in total (and with more than three separate new outlets) would be subject to a full need and sequential location assessment.

General Development Requirements

- 6.5 Any development will be required to accord with the relevant policies contained in the Adopted Stockport UDP (February 1998) and its proposed replacement (First Review) and will be designed to the highest standard to the satisfaction of the Local Authority. Development shall be constructed in accordance with the current Building Regulations.
- 6.6 Affordable Housing Provision is dealt with by the Adopted SPG on Affordable Housing (Adopted January 2003) and as modified by the SPG Town Centre Housing (Adopted October 2003). In summary 12.5% of all dwellings constructed should be affordable and provided on site preferably via a discounted sale from the developer to a Registered Social Landlord (RSL) who will make the dwellings available for an equity share scheme to suitable purchasers. If the developer wished to provide the affordable dwellings off site, special circumstances would have to be demonstrated and the affordable dwellings should be spread throughout the site.
- 6.7 The SPG on Town Centre Housing supplements the Council's policies for residential development within Stockport town centre, which covers the Hopes Carr area. The guidance proposes a relaxation for certain development and parking standards within the town centre and is set to operate for a limited 3-year period during which time the implementation and impact of relaxed standards can be monitored.

Scale, massing and height.

- 6.8 A mix of building heights is essential to ensure an urban form that complements the existing buildings on the site and the buildings in the immediate surrounding area.
- 6.9 The massing and siting of any new development should reflect the historic arrangement of the original buildings. It should also respect the fact that the development is adjacent to a Conservation area (Hillgate –policy UN 5.3 of current Stockport UDP). Any new development is to be designed with a layout and appearance that ensures the whole site has integrity compatible with the form and style of this important group of buildings and provides a focus for the area.

Public Realm

- 6.10 Any redevelopment will, wherever possible, respect and retain or reinforce the existing, historic street pattern and pedestrian routes including steps and traditional street materials that are a characteristic feature of Hopes Carr as shown on Plan 3.

Key Buildings of Architectural and Historic Value

- 6.11 Plan 4 identifies those buildings of architectural and/or historic interest including listed buildings at Hopes Carr, which the Council seeks to retain. These are classified into 3 main categories:

1). Buildings and structures of high architectural, historic or townscape value. .
(Those on the statutory list are marked ‘A’ others are marked ‘B’ on Plan 4)

These buildings and their curtilage features should be retained, sympathetically repaired and if necessary converted to an acceptable new use. In the interests of promoting the re-use of these buildings the strongest justification for demolition would be required – this would involve all of the following considerations:

- i. Assessment of the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use. The analysis would include a detailed assessment of the importance of the building, its intrinsic architectural and historic interest and its contribution to the local scene
- ii. Evidence that real efforts have been made without success to continue the present use or to find compatible alternative uses for the building. This should include the offer of the unrestricted freehold of the building on the open market at a realistic price reflecting the building's condition
- iii. The merits of alternative proposals for the site.

2). Contributory Buildings for which repair and reuse is the preferred option
(Marked ‘C’ on Plan 4)

These buildings make a positive contribution to the character of Hopes Carr and should be retained and sensitively incorporated into the area’s regeneration. Properties for demolition would be resisted, subject to:

- i. Assessment of the importance of the building, its intrinsic architectural and historic interest and its contribution to the local scene
- ii. The merits of alternative proposals for the site and an assessment of the extent to which the proposed replacement would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment

3). Non contributory Buildings
(Marked ‘D’ on Plan 4)

These buildings have a neutral or negative contribution to the character of the area. Consideration of demolition proposals would relate to:

- i. The merits of alternative proposals for the site

4). Urban Form

These are other defining features of the area to be retained, namely

- The historic street pattern (Shaded on Plan 3)
- Hempsshaw Brook (Indicated on Plan 4)

6.12 Developers should also note that in June 2004 the Council approved a strategy to review the town’s Conservation Areas (CA). The Hopes Carr area abuts the Hillgate CA to the west and following review may also abut the Market Underbanks CA to the north. Consequently developments within Hopes Carr should be discussed at an early stage with the Council’s Conservation Officer.

Archaeological Remains

6.13 There are known or potential below ground remains in the Hopes Carr area which are considered by the Greater Manchester Archaeological Unit (GMAU), in accordance with PPG 16, to be of regional or local significance and would require preservation by record, should these be affected by a proposed development.

6.14 GMAU has listed these sites which can be found in “Hopes Carr, Stockport – an archaeological desk based assessment”. In addition, the GMAU report identifies key buildings for retention where archaeological survey should inform the conversion process. Prior to submitting a planning application, developers would be expected to fund archaeological investigations or recording in line with PPG 15 and 16 to inform the design process.

6.15 Several features or potential below ground remains could lend themselves to public display as amenity/education features. The possibility of using industrial remains, such as engine bed blocks, Cast iron columns etc as elements of public art within regeneration Scheme, illustrating the history and unique character of the Hopes Carr Area should be fully explored. There will be a considerable body of archaeological data arising from building surveys and excavation should any re-development go ahead, and this material could subsequently be linked to 'The Story of Stockport' as a display within the new town centre museum as this area encapsulates the industrial history of Stockport.

Access

6.16 In accordance with the requirements of Planning Policy Guidance Note13 (PPG 1 revised March 2001) development should seek to address the needs of motorists along with other road and public transport users by promoting more sustainable transport choice (public transport, cycling and walking), to be accessible and attempt to reduce the need to travel by car. This should reduce congestion and pollution and achieve better access to the development.

6.17 A main vehicular access may be possible to the site from Waterloo Road and appropriate improvements to the adjacent highway infrastructure will be required. The design and location of the access shall be in accordance with the requirements of the Local Authority highway engineer. Any access roads within the site should be constructed to adoptable highway standards.

6.18 The existing narrow access from Lavenders Brow into this proposed area should be retained. The access between Churchgate House and 'Barry Hook Associates' is close to the traffic signals, opposite Rectory Green and has limited visibility. Hence it may not be suitable for an intensification of use. The existing access and traffic control systems will need to be assessed and may require redesign.

6.19 Provision will be required for pedestrians (including the needs of disabled persons) and cyclists to access the development and developers should consider upgrading the existing accessibility in order to satisfy the minimum requirements of PPG 13. The existing access steps to Lower Carrs are currently in a neglected, overgrown state but could be redesigned or upgraded.

6.20 To maximise the benefits of the site's proximity to Stockport Town centre in relation to the public transport facilities the pedestrian environment should be designed to be as safe and convenient as possible so as not to discourage people from arriving by public transport/by foot. This should apply throughout the site but especially along pedestrian links to the bus stops located on Waterloo Road, Churchgate and Wellington Street. This can be achieved through measures such as the appropriate use of lighting, signing, landscaping, surface materials and road crossings.

Parking

6.21 Car and cycle parking should be provided in accordance with Stockport Council's revised standards. The Council has adopted interim Stockport parking standards for development control purposes. The new standards differentiate between parking requirements in the Town Centre as defined in the Town Centre Housing Supplementary Planning Guidance, and in the rest of the Borough.

Trees and Landscaping

- 6.22 There are overgrown areas that could be landscaped to good effect and, where the differences in levels create opportunities, could be extended onto roof gardens. Wherever possible the existing trees should be retained and be included in a comprehensive landscaping plan for the development in accordance with the advice contained in BS 5837. Policy NE2.1 Tree and Woodland Protection in the Stockport UDP Review is also of particular relevance and the developer will be required to carry out a survey of the trees on site.
- 6.23 For areas of new planting, deep-rooted shrubs and trees should not be planted in the vicinity of the water mains, electricity cables, public sewers and overflow systems as they can restrict access for maintenance or replacement and may cause blockages which would lead to flooding of properties.

Security

- 6.24 The layout should take into account security and crime prevention measures and advice is available from the Greater Manchester Police Architectural Liaison Officer. The areas of public access should be designed to include natural surveillance through good visibility and lighting.

Sustainable Design and Construction

- 6.25 The regeneration of Hopes Carr provides an opportunity for the employment of sustainable design and construction, a key priority in Stockport Council's Community Strategy 'Towards a 2020 Vision'.
- 6.26 The valley location has particular potential for sustainable design and construction. The Council will encourage proposals for sustainable construction and development within the context of the distinctive historic character of the area. Advice is available from the Council's Planning Policy Team, on all aspects of sustainable design and construction. The classification of the Hempsshaw Brook as a critical ordinary watercourse and references to previous flooding and flood risk assessment makes UDP policy EP1.7 'Development and Flood Risk' relevant and an added incentive to select water conservation, greywater recycling and SUDS methods wherever possible.

Urban Design Issues

- 6.27 The layout of development should respect both the historical character and the geophysical form of the site, which may require an innovative and creative architectural response. Developers are advised to consider appointing consultants who can demonstrate the design and heritage skills required for such an area as this. The Commission for Architecture and the Built Environment have produced a (free) booklet 'Creating Excellent buildings' which contains advice for clients on consultant appointment.

- 6.28 The urban form and architectural language should display an understanding of historic, current and potential trends and construction techniques that would contribute to the development. The sympathetic merging of Historic and contemporary styles could create contrast and interest within a new environment although it must also respect and be sympathetic to the environs of the Hillgate conservation area. (UDP Policy 5.3)
- 6.29 Development proposals should explore the possibilities of landmark buildings, roof gardens, public realm spaces, the flexibility to offer choice and the ability to meet the changing needs of the population, provided that they accord with the general development requirements in sections 6.5 to 6.10.
- 6.30 Development of the valley area should also respect and retain the existing views of prominent and historic landmarks in Stockport town centre such as the views out to St Mary's Church.



7.0 Residential Development

- 7.1 There is potential for new units and opportunities to convert former industrial premises to housing.
- 7.2 Hopes Carr lies within the area of operation for the Town Centre Housing SPG as outlined in paragraphs 6.6 and 6.7. Any residential development, new build or conversion, should comply with the appropriate UDP policies and take into account the design guidance contained in SPG ‘The Design of Residential Development’ and the SPG ‘Town Centre Housing’ with its reduced planning requirements for affordable housing, open space provision and transportation requirements. A scheme may be considered that allows the development to incorporate the townscape qualities of the area that evolved through historical and industrial development, provided that appropriate provision can be made for privacy and space standards discussed in the following sections.

Density

- 7.3 The residential density of the site, in accordance with current government guidance, Planning Policy Guidance 3, must be no less than 30 dwellings per hectare and should seek to achieve up to 50 dwellings per hectare.

Materials

- 7.4 External materials should be of good quality, hard wearing, visually appropriate and sympathetic in terms of colour and texture to the character of the existing buildings and the surrounding area. Consideration should also be given to re-using and using re-cycled construction materials.

Privacy distances

- 7.5 The minimum distances are available in SPG “The Design of Residential Development”. The Council will consider carefully other ways of maintaining privacy where this is in the interests of conservation

Amenity space provision

- 7.6 The context and setting of private amenity space should be an integral part of the overall layout of the residential development and be well related to the dwellings served. The standard of provision required is also given in “The Design of Residential Development”.
- 7.7 Privacy and space requirements can also be achieved through skilful and innovative design to create a more interesting townscape, providing the quality of the space provided can demonstrate appropriate provision. Loss of any existing amenity open space will be resisted because of a general shortage in the area.

Recreation and Amenity Open Space.

- 7.8 Residential development shall be required to provide recreation and amenity open space in accordance with the Council’s current policy UL1.3 in the Stockport UDP.

The requirements and further information are contained in the SPG Recreational Open Space and Commuted Payments and Town Centre Housing.

7.9 The provision of open space for formal recreation, at the standard of 1.7 ha per 1000 population, is unlikely to be met on site without innovative approaches due to existing buildings and the town centre location, and will require a commuted payment in accordance with the policy UL1.3.

7.10 The provision of open space for children's play, at the standard of 0.7 ha per 1000 population, will be required in accordance with policy UL1.3. The provision of Local Areas for Play (LAP) required throughout the development can in some circumstances be reduced as covered in the Town Centre Housing SPG. The balance of any provision would then be met by commuted payment.

Affordable Housing

7.11 Proposals for new residential development on the site will lead to the application of the affordable housing policy in accordance with current Council UDP policy UH2.3, and the Adopted SPG on Affordable Housing (Adopted January 2003) as modified by the SPG Town Centre Housing (Adopted October 2003). See paragraph 6.6.

7.12 The affordable housing provision should be made using a registered social landlord in a shared equity scheme. Such accommodation must be built at the same time as any main building works takes place.

Noise

7.13 To ensure an adequate level of protection against noise in residential dwellings, the Stockport Unitary Development Plan requires that adequate protection and measures are taken into account to deal with noise from aircraft using Manchester Airport.

7.14 The layout of any residential development should also take into account likely levels of noise from any existing industry which is unlikely to have controls over hours of operation that are remain in the area.

8. B1 Office /Industrial Development

8.1 A mix of uses will normally be acceptable but important issues for developers seeking planning permission for office or industrial development include:

- Historic/townscape context
- Residential amenity
- Access for people with access difficulties
- Minimisation of environmental impact

8.2 Business Use (B1) includes

- a) offices
- b) research and development of products or processes
- c) industry, being a use which can be carried out in any residential area without detriment to the amenity by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

8.3 External materials should be of good quality, hard wearing, visually appropriate and sympathetic in terms of colour and texture to the character of the existing buildings and the surrounding area. Consideration should also be given to re-using and using re-cycled construction materials.

8.4 The massing and orientation of any properties should not be detrimental to the amenity of the existing adjacent properties. In a mix use development, the component uses should be developed with a coherent and consistent design.

8.5 The development should comprise a variety of storey heights. The use of pitched roofs is preferred to flat roof construction, due to the layout of the site and the adjacent topography.

8.6 Well-landscaped areas shall be provided to compliment and enhance existing. The opportunity to create public spaces between buildings should be taken and to utilise the opportunities provided by the existing landscape.

8.7 Parking shall be provided in accordance with the Council standards. In addition, sufficient space within the site should be allowed for the manoeuvring of service vehicles.

9. D2 Assembly and Leisure

- 9.1. Paragraph 6.4 outlines objections raised by the Government Office for the North West to the allocation of leisure as an acceptable use for Policy Area TC 3.6, which includes the Hopes Carr area. Subject to the findings of the Council's assessment survey of leisure needs for the Borough, the site may be considered suitable for Assembly and Leisure use including
- a) Cinema
 - b) Concert Hall
 - c) Bingo Hall or casino
 - d) Dance Hall
 - e) Swimming bath, skating rink, gymnasium or area for other indoor and outdoor sports and recreation (not involving motorised vehicles or firearms).
- 9.2 Notwithstanding the above, the location of the site out of the town centre may require the consideration of the sequential test criteria for assembly and leisure uses.
- 9.3 The specific use proposed will be required to demonstrate that traffic and trips generated will not be detrimental to the existing highway network.
- 9.4 The development would be expected to utilise a variety of materials, colours and textures to ensure a high quality design appropriate to this historic site.
- 9.5 The massing and orientation of any properties should not be detrimental to the amenity of the existing adjacent residential properties.
- 9.6 The development should comprise a variety of storey heights. The use of pitched roofs is preferred to flat roof construction, due to the layout of the site and the adjacent topography.
- 9.7 Well-landscaped areas, which could include roof gardens, shall be provided to compliment and enhance existing areas.
- 9.8 Adequate parking and other facilities for cyclists, according to the type of use shall be provided. Sufficient manoeuvring, standing and unloading space are required within the site for the maximum number of service vehicles likely to serve the development at any time.

JF/ATH/Jun 04

10. Contacts

10.1 Stockport Metropolitan Borough Council

Regeneration Section

John Fildes	Central Area Regeneration Team Manager	0161 474 2625
Anna Highfield	Project Officer	0161 474 2621
David Johnston	Project Officer	0161 474 2633
Paul Hartley	Conservation Officer	0161 474 2620

Development Control

Jim Seymour	Planning Officer	0161 474 3656
Nick Whelan	Highways Specialist	0161 474 4907

Planning Policy

Dave Bryant	Policy Manager	0161 474 3526
Bruce Child	Policy Officer (open space)	0161 474 3564
Geoff Taylor	Policy Officer (housing, retail)	0161 474 3534
Tara Hughes	Sustainable Design and Construction	0161 474 4385

10.2 Services

Main Services are available in the area and their approximate location given in Plan 4. Detailed information of all services is available from the appropriate statutory body.

United Utilities,

Map Services Direct, Stevens Way, Goose Green, Wigan, WN3 6PJ
0870 7510101

Norweb Electricity

PO Box 14, 410 Birchwood Boulevard, Birchwood, Warrington, WA3 7GA
0161 257 3211

TransCo (North West District)

Spa Road, Bolton, BL1 1HG
01204545000

British Telecom PLC

91 London Road, Manchester, M60 1HG
0800 309409

British Telecom PLC

Post Point 51 D, Fifth Floor, Lancaster House, Old Hall Street, Liverpool, L3 9PY
0151 229 4503

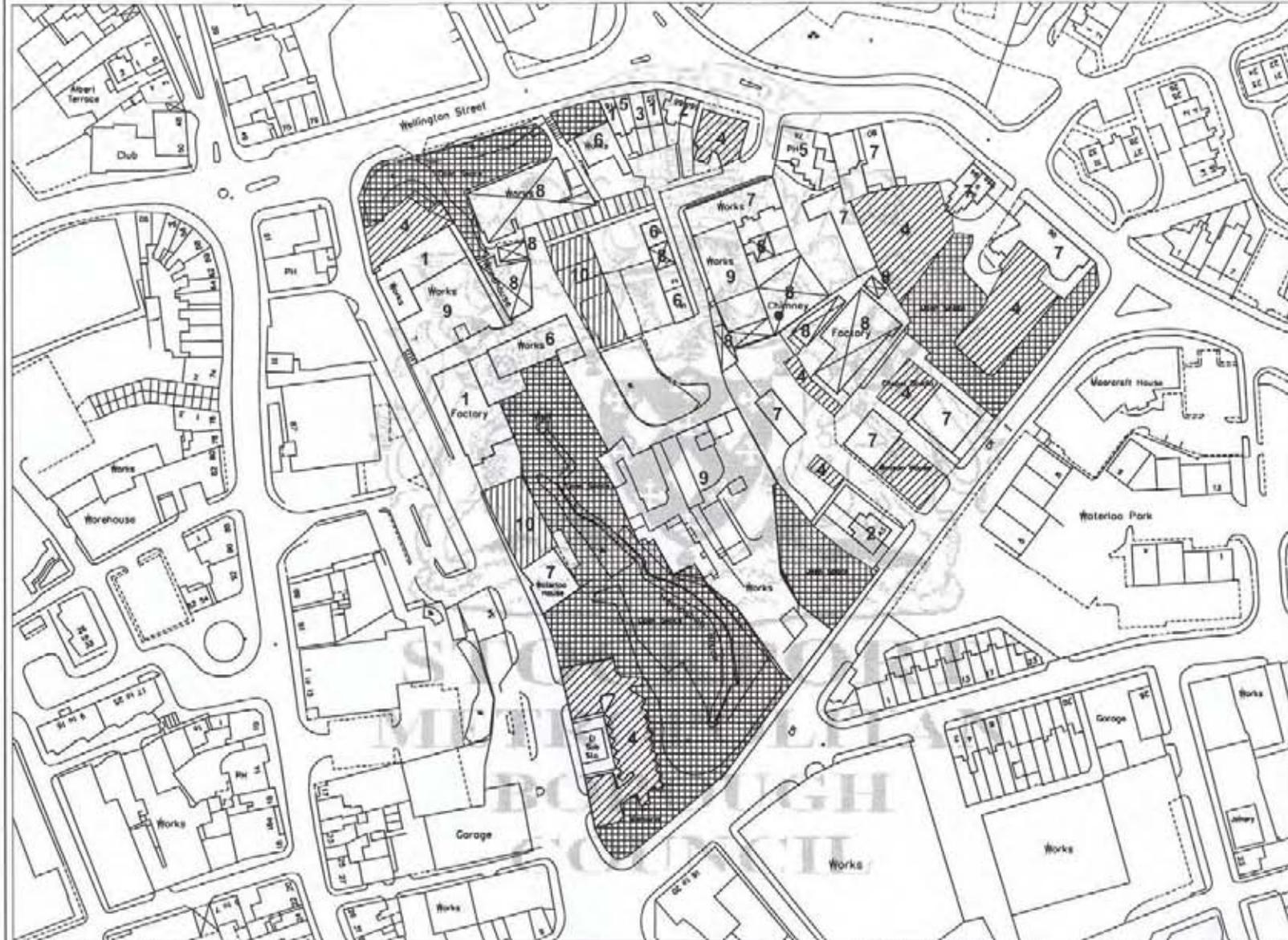
ntl: Plant Enquiries

Timpson Road, Baguley, Manchester, M23 9WX
0161 283 5217

Greater Manchester Police (Architectural Liaison Officer)

Chester House, Boyer Street, Manchester, M16 0RE 0161 865 2258

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PLAN 1

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

KEY

1	Open Space 0.0000	2	Open Space 0.0000
3	Professional Services 0.0000	4	Open Space 0.0000
5	Professional Services 0.0000	6	Open Space 0.0000
7	Open Space 0.0000	8	Open Space 0.0000
9	Open Space 0.0000	10	Open Space 0.0000

Overall Site Area - 3.08H
 Land Area Total - 1.50H
 Open Spaces - 0.81H
 Roads, Paths, etc. - 0.77H

Stockport Metropolitan Council

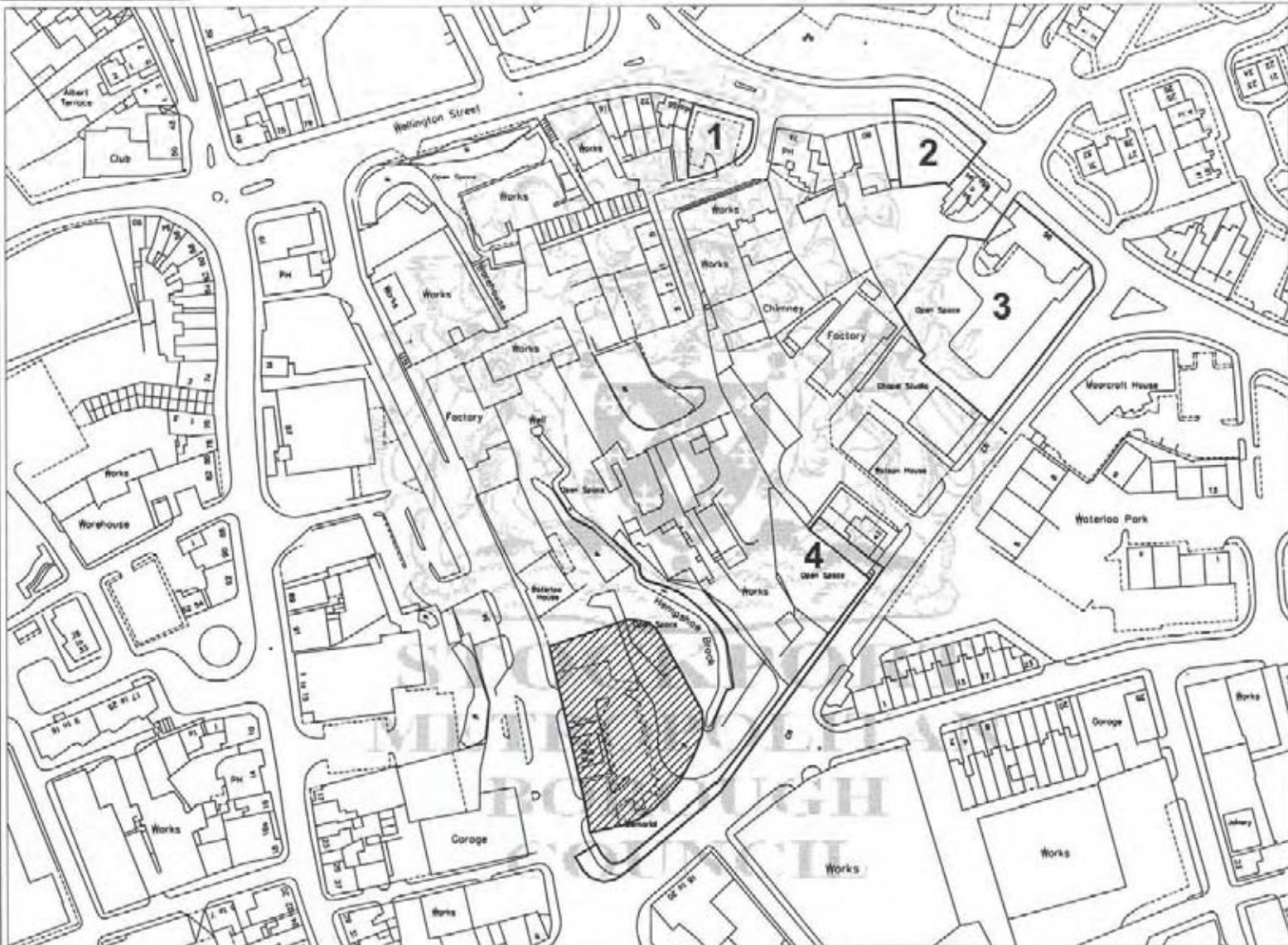
STOCKPORT
 Metropolitan Council
 Daina McLean B.Sc.(Hons)
 M.I.M.B.M., M.C.I.H. Director
 S. Perford
 Assistant Director
 Policy and Regeneration
 Environment and
 Economic Development Division
 Hygarth House
 103, Wellington Road South
 Stockport SK1 3TT
 Committee

Project
M60 GATEWAY
 Sub Area Profile

HOPES CARR
 The
 Layout Plan - September 2002
 (Ground Floor)
 EXISTING LAND USES

Scale
 Date Drawn Authorised
 June 2004
 Drawing/Revision Number

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PLAN 2

- 1 No alterations are to be carried out on existing buildings
- 2 The contractor shall verify all dimensions on the site

KEY

STOCKPORT COUNCIL
 Area 1 - 0.03 hectares
 Area 2 - 0.05 hectares
 Area 3 - 0.22 hectares
 Area 4 - 0.05 hectares

STOCKPORT COUNCIL
 Registered Proprietor
 of Leasehold for
 400 & 500 years.
 Area approx. 0.13 hectares

See local council website



John Watson B.Sc (Hons)
 M.A.M.B., M.C.D., Director
 S. Penfold
 Assistant Director
 Policy and Regeneration

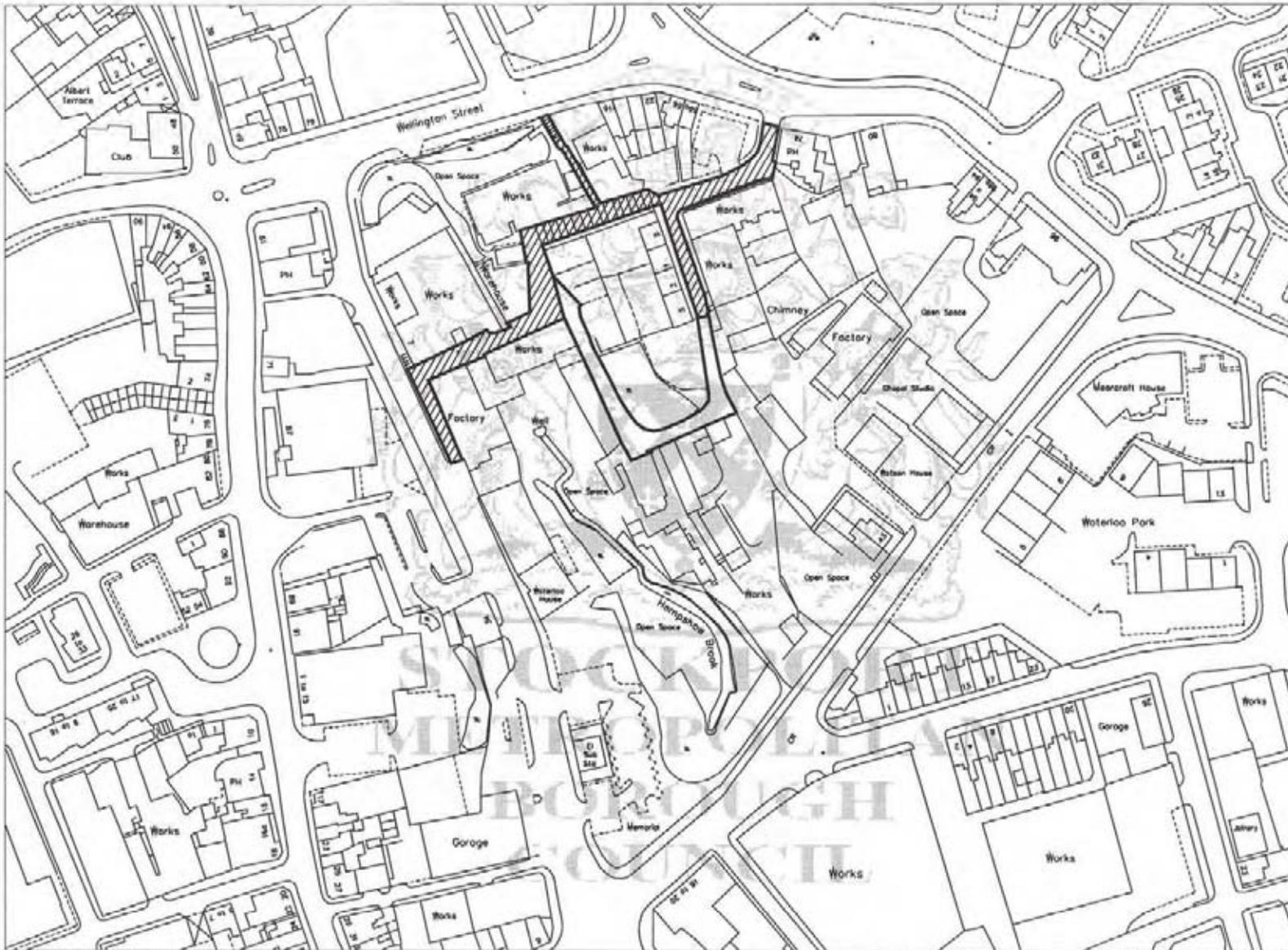
Environment and
 Economic Development Division
 Hygorth House
 103, Wellington Road South
 Stockport SK1 3JT
 Committee

Project
M80 GATEWAY
 Sub Area Profile

HOPCS CARR
 Title
 Council Tenements &
 Landholdings

Scale
 Date Drawn Authorised
 June 2004
 Drawing/Sheet Number

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Sheet PLAN 3

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

Key

-  Stone Slated
-  Historic Street Pattern

Scale based on ground level



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Sub Area Profile

HOPES CARR

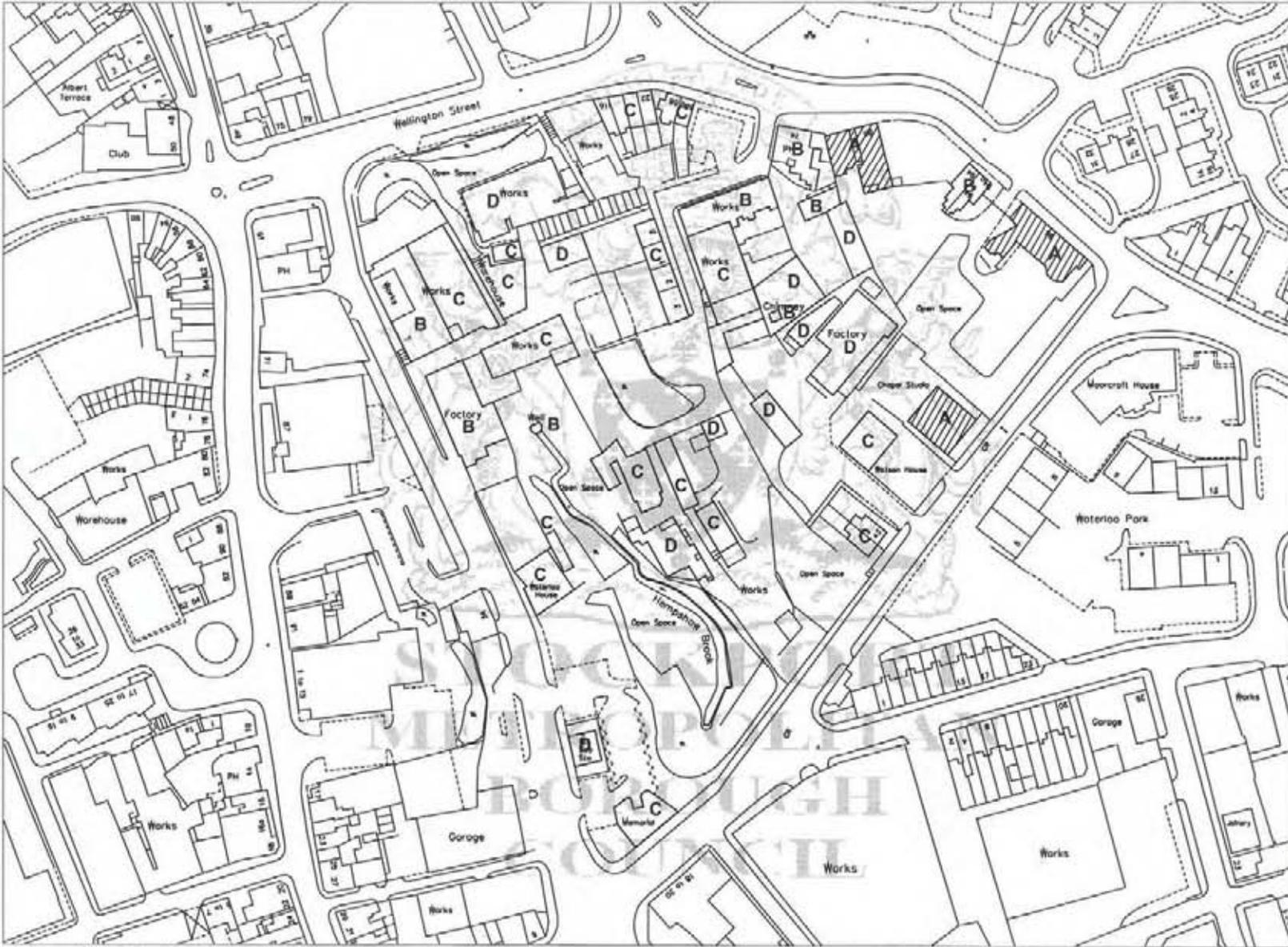
Title
Historic Street Pattern
& Materials

Scale
Date Drawn Authorised
June 2004
Drawing/Revision Number

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PLAN 4

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

Buildings of High Architectural, Historical & Townscape Value

- A** Listed Building of Special Architectural & Historic Interest
- B** Buildings of local Architectural or Historic Interest
- C** Where demolition may be justified subject to assessment of the Conservation / Regeneration needs of proposed replacement development
- D** Buildings which may have a neutral or negative contribution to the character of the area

--- Historic Street

or / Loss based assessment site



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Project
M50 GATEWAY
Sub Area Profile

HOPES CARR

The
Buildings of Architectural & Historic Interest

Scale
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