

# Planning Brief

'Peaches' Wellington Street and 48-50 Lower  
Hillgate  
'Clarks' and 'Institute' Buildings, High Street  
Wellsprings site, Fletcher Street  
Stockport

Adopted  
September 2004



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

# Adopted Planning Guidance

## ‘Peaches’ Wellington Street, 48-50 Lower Hillgate, ‘Clarks’ and ‘Institute’ Buildings, High Street and Wellsprings site, Fletcher Street, Stockport.

### 1.0 **OBJECTIVE.**

1.1 The purpose of this document is to provide a planning brief to guide the development of this important site within Hillgate Conservation area, adjacent to the Town Centre as part of the aims and objectives of the Hillgate, Stockport THI (Townscape Heritage Initiative).

### 2.0 **BACKGROUND.**

2.1 This brief has been produced by the Regeneration Section, Environment and Economic Development Services within Stockport Metropolitan Borough Council, in consultation with the Development Control, and Transportation and Policy Sections.

### 3.0 **SITE INFORMATION.**

#### 3.1 **Location context.**

The Council has recently adopted ‘The Regeneration Plan for Stockport Town Centre and the M60 Gateway – Gateway to the Future’ as the means to guide the future development of the Town Centre and surrounding area. This regeneration plan provides the framework for creating a distinctive town with a range of facilities and quality of environment. The framework aims to address a wide range of environmental issues in a way which builds on the natural assets and potential which Stockport contains to create an attractive safe and welcoming environment and a townscape of quality and distinction. The key components addressed include:

- Creating welcoming gateways and arrival points
- Raising architectural and urban design standards
- Creating a living heart with a flourishing residential community.

The vision for the regeneration of the THI area is encompassed in the strategy for the Town Centre / M60 Gateway area. The key objectives for Hillgate are to repopulate the area and seek a viable economic role for the area, building on the historic assets and extending activity into the area from the town centre.

#### **Hillgate Conservation Area**

The Hillgate Conservation Area, designated in 1992, is linear in form and comprises three lengths: Lower, Middle and Higher. Hillgate was most intensely developed during

the 18<sup>th</sup> and early 19 centuries, when it emerged as the key route into Stockport, and specifically the Market area, from the south. The present day mix of Georgian, Victorian and Edwardian buildings and range of building uses- including public houses, shops, and industrial and residential properties – reflects the long established importance of the route. Much remains intact to demonstrate the 18<sup>th</sup> and 19<sup>th</sup> century character of the area with typically constructed 2 and 3 storey buildings, predominantly red brick with sandstone detail and blue Welsh slate pitched roofs.

This development site is within the Lower Hillgate section of the conservation area.

### **Lower Hillgate**

The street pattern of this area is unchanged from the original medieval pattern of streets. There are a number of views into this area from the surrounding areas of higher ground, most of which are glimpsed views down historic alleys. The sense of enclosure on the lower part of the street is heightened by the restricted width of the street and the continuous back of pavement buildings, which are predominantly 3 storey in height. The architectural quality derives from the early 19<sup>th</sup> century buildings with narrow frontages, constructed in brick with pitched slate roofs. Architectural features and materials relating to the late 19<sup>th</sup> century are varied and include pediments, overhanging eaves with shallow slated roofs, mock Tudor gables and semi-pedimented gables, pargetted and rendered facades and first floor shop windows.

The key buildings and groupings of architectural and historic merit in this area are:

1-11 High Street Hillgate (Unlisted) late 19<sup>th</sup> C.

18-30 and 38-46 Lower Hillgate (Unlisted) late 19<sup>th</sup> C.

Mealhouse Brow, 8 Market Place/1 Mealhouse Brow (Grade II Listed) late 18<sup>th</sup> C

Wellington Street (adjacent to 50 Lower Hillgate (Unlisted) 1899.

43 Lower Hillgate (Unlisted) early 20<sup>th</sup> C.

Unicorn Brewery and Offices (Unlisted) early 20<sup>th</sup> C.

### **3.2 Site description.**

‘Peaches’ Wellington Street was originally built in 1889, at the junction of Wellington Street and Lower Hillgate, a four storey red brick building in English Bond with brick weathering courses, strings, gabled parapets and copings. A significant and imposing building on a key location.



The buildings have a number of key features that combine to provide a distinctive landmark within the conservation area. Stone rosette enrichments to the parapets. Faience finials and moulded brick copings to both parapets and gables. The elevations have distinctive cast iron rainwater goods and hopper heads. The main entrance on Waterloo Road has double panelled doors with fanlight and semi-circular arch on wide pilasters. A canopy over the door has elaborate wrought ironwork and the full height double windows at first floor have semi-circular heads. The elevation to Lower Hillgate changes in character to plain brickwork with smaller windows. 48-50 Lower Hillgate are particularly fine examples of Victorian shopfronts with an ornate timber cornice, columns and capitals. The original glazing bars however have been substantially altered and inappropriate shutters added.



The Clarks Building situated on the opposite side of the graveyard is a 4-storey brick building with welsh slate roof constructed in the late 19<sup>th</sup> century. It was originally built as part of the adjoining school and was part of a larger complex, which has now been demolished. The building is constructed in common bricks with stone cills and soldier headers above the windows.



The Institute Building is a 2-storey perpendicular style building, which houses a large hall with viewing gallery on the first floor. This means it has a very large ceiling height, which should allow for an additional floor to be installed internally. The rear elevation of the building was previously an internal wall prior to demolition of the adjoining building, The structure of this wall is such that damp has penetrated it and a new skin will be required, currently it is clad in corrugated metal sheeting.



The Wellsprings Hall is situated on the north west corner of the site and has pedestrian access from Fletcher Street. The building is a single storey prefabricated structure, which is occupied by a homeless person's charity. The building has no architectural merit and is coming towards the end of its economic life. The occupants are actively seeking new premises in the town centre and it is envisaged that this building would be demolished as part of any redevelopment of the wider site.



### 3.3 Existing Land Use.

The majority of the two component buildings are currently vacant. The ground floors of 48-50 Lower Hillgate are currently retail units. The area adjacent to the former 'Peaches' nightclub building is used for car parking for approximately 8 vehicles. The graveyard to the rear is now disused.

The Clarks Building is partially occupied as a DIY supplies store, but this is due to cease trading in the near future. The Institute building is partially occupied with a Martial Arts Club using the upper floor. The Wellsprings building is used for a homeless project, however it is their intention to vacate the site once they have acquired more suitable premises.

### 3.4 Ownership.

The Peaches building and the majority of the site are in private ownership. Stockport Council owns a narrow piece of land along the Fletcher Street frontage. The site occupied by Clarks, the Institute and the Wellsprings is in the ownership of the Shrewsbury Diocese.

### 3.5 Planning History.

Planning permission was granted in March 1999 for the conversion of the former nightclub building to offices. This permission was accompanied by outline consent for a new office building on the vacant adjacent Wellington Street frontage, with car parking provided on the adjacent burial ground and former garden area. Vehicular access into the site was restricted to only from Fletcher Street.

Planning consent was granted in March 1998 for the construction of a new building for the Wellsprings Resource Centre and the demolition of the prefabricated building.

### 3.6 Public Utilities.

All main services are available to the site from the adjacent highways; details can be obtained from the appropriate statutory provider.

## 4.0 SITE CONSTRAINTS.

### 4.1 Ground Conditions.

The vacant area, formerly 63 Wellington Street, assumed to have filled cellars and consequently a detailed ground investigation will be required. Demolition of previous buildings has also taken place on the Diocesan land and again it is assumed to have filled cellars, which require a detailed ground investigation.

There is a significant change in level between the vacant site and the graveyard to the rear. The graveyard is enclosed and supported by a substantial brick perimeter wall. The graveyard requires specialist treatment to ensure that all the gravestones are carefully lifted and repositioned within the landscaped area of any development proposals.

#### 4.2 **Access limitations.**

Vehicular access/egress to/from the development site will be via High Street, which is a one way street for its entire length. Thus vehicles can only turn right out of the site from egress. Access could also be taken from Fletcher Street. Direct vehicular access/egress to/from Wellington Street is not permitted.

It should be noted that Fletcher Street becomes a one way street from Wellington Street towards St. Petersgate for part of its length beyond this site. Consequently vehicles can access and exit Fletcher Street from Wellington Street but vehicles cannot reach the site from St Petersgate along Fletcher Street.

The visibility splays required for vehicles at the junction of Fletcher Street and Wellington Street may restrict the potential to use this as a main access/egress.

#### 4.3 **Landscaping.**

The graveyard is well landscaped with a number of trees particularly situated around the perimeter. The graveyard is enclosed with a brick wall varying in height from 2 metres to over 4 metres. The graveyard offers an opportunity to create a private open space for the use of future and existing residents on the site.

#### 4.4 **Adjacent buildings.**

1 to 9 High Street, late 19th Century 3 storey buildings, recently refurbished mixed use development including offices, retail and residential.



1 to 4 Albert Terrace a residential development linked with 1 to 9 High Street.

61 Wellington Street is a 3-storey modern office development with a car park to the rear.

### 5.0 **POLICY CONTEXT.**

#### 5.1 **Stockport Unitary Development Plan (Adopted Plan) February 1998.**

The site is shown on the Unitary Development plan as being located within the Policy Guidance Area 1.1 Middle Hillgate. In considering proposals for development in the Policy Guidance Area the Council will:

- i) apply consideration as set out in UDP policy UT 1.3 in relation to the impact of development on traffic flow and safety,
- ii) have regard to the impact that the proposal would have on existing jobs in the area.

## **5.2 Policy Guidance Area 1.1 Middle Hillgate.**

This Policy Guidance Area covers part of the Hillgate Conservation Area and retention of the historic buildings with appropriate uses is a paramount consideration. Where new build is considered appropriate, it should be of high quality of design including landscape treatment taking account of the architectural character and historic nature of the area.

New buildings should be appropriate both as regards scale and use and contribute to the protection of the area and its vitality. Appropriate uses would include small scale shopping frontages onto Lower and Middle Hillgate itself, small scale offices and other business uses, leisure, restaurants and cafes, and residential which the Council is keen to augment both above shop units and on backland sites.

## **5.3 Stockport Unitary Development Plan Review. March 2002**

The adopted UDP is currently being reviewed, in accordance with Government guidance. The site is shown on the UDP Review (First Deposit) plan as being located within the Town Centre and M60 Gateway Policy Area, specifically,

### **TCG 3.2 Cultural and Heritage Quarter**

The area will be a focus for a range of cultural, leisure and heritage facilities. Permitted uses will include office and business uses (B1 use class), leisure including hotel, residential, restaurants and cafes, tourism related development and retail, with the Market and Underbanks continuing to act as a secondary retail area connected to the town centre.

The cultural, leisure and heritage quarter comprises part of the Hillgate Conservation Area and retention of the historic buildings with appropriate uses will be a paramount consideration. Where new build is considered appropriate, it should be of a high quality of design including landscape treatment account of the architectural character and historic nature of the area. Proposals should be appropriate in both scale and use, as well as contribute to the protection or enhancement of the area and its vitality.

In considering proposals for development in the Town Centre and M60 Gateway Policy Area the Council will:

- i) Apply considerations set out in the transportation policies in relation to the impact of development upon existing infrastructure and the accessibility of the site by sustainable nodes of transport.
- ii) Have regard to the impact that the proposal would have on neighbouring uses in the area.

- iii) Have regard to the impact that the proposal would have on existing jobs in the area and
- iii) Take full account of urban design principles.

#### 5.4 **Stockport Town Centre Urban Design Guide**

The document provides a framework for guiding the design of new development and includes specific design guidance relating to the development potential of these sites.

#### 5.5 **Town Centre Policy Situation**

The Council has adopted Supplementary Planning Guidance for the Town Centre, which reduces the requirements for the following policy areas:

Open Space  
Highway Improvements  
Car Parking  
Affordable Housing

#### 6.0 **DEVELOPMENT OPPORTUNITIES.**

##### 6.1 **Proposed Land Use.**

The following uses, as defined in the Town and Country Planning Act (Use Classes Order) 1987, are considered acceptable, in principle, in accordance with Government guidance and U.D.P. policy and subject to Development Control consideration of the planning application.

A1 Shops  
A3 Food and Drink  
B1 Business  
C3 Housing

A mix of the permitted uses is considered acceptable and desirable.  
The following uses are considered inappropriate, other than as ancillary to the main redevelopment of the site:

A2 Financial and Professional Services  
B2 General Industry  
B8 Storage and Distribution  
C2 Residential Institution  
D1 Non Residential Institution  
D2 Assembly and Leisure

Any other use, not included in the above, would be assessed on merit.

#### 7.0 **GENERAL DEVELOPMENT REQUIREMENTS**

##### 7.1 **Stockport Unitary Development Plan.**

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

UN1.1	Access for people with access difficulties
UN1.2	Design of new development
UN1.3	Landscaping of new development
UN1.8	Safety and security in developments
UN5.3	Special Control of Development in Conservation Areas.
UN6.1	Development affecting listed buildings
UN6.4	Protecting Listed buildings
UN6.5	Development affecting buildings of local interest
UN8.3	Control of Pollution
UN8.8	Aircraft Noise
UN9.1	Energy efficient development
UH4.7	Development control standards for new dwellings
UT1.3	Impact of development on traffic flow and safety
UT4.1	Parking provision in new development
UL1.3	Recreation and amenity space in new development
PGA 1.1	Middle Hillgate

#### Supplementary Planning Guidance

Recreational Open Space and Commuted Payments  
Design of Residential Development  
Shopfronts and related Advertisements

Any development shall be designed to the highest standard to the satisfaction of the Local Authority Development Control Officers and the Conservation Officer, and shall be constructed in accordance with the current Building Regulations.

#### 7.2 **Special Control of Development in Conservation Areas.**

The Council will preserve or enhance the character or appearance of Conservation Areas by the special control of development as follows:-

- i) in considering development proposals within the Conservation Area special attention will be paid to the sympathetic siting, scale, design materials and landscaping of the development in relation to the site and surroundings, and to the safeguarding of important open spaces, views, skylines and other features which contribute to their character or appearance;
- ii) where circumstances warrant, seeking additional planning powers to control certain classes of permitted development and erection of advertisements through article 4 directions and the creation of areas of special control;
- iii) requiring all applications for new development likely to affect that character or appearance to be accompanied by sufficient details to show the proposals within their settings.

#### 7.3 **Additional Guidance.**

The Commission for Architecture and the Built Environment (CABE) and English Heritage document 'Building in Context - new development in conservation areas' advocates a high standard of design when development takes place in historically sensitive contexts. Any development is expected to:

- i) relate well to the geography and history of the area and to the lie of the land.
- ii) sit happily in the pattern of existing development and routes through and around it.
- iii) respect important views
- iv) respect the scale of neighbouring buildings
- v) use materials and building methods which are as high in quality as those used in existing buildings
- vi) create new views and juxtapositions which add to the variety and texture of the setting.

#### **7.4 Scale, massing and height.**

The retention of the existing brick buildings is paramount and the provision of any new development should reflect the scale, height and composition of the existing structures.

#### **7.5 Materials**

External materials should be of good quality, hard wearing, visually appropriate and sympathetic in terms of colour and texture to the character of the conservation area. The choice of materials must be agreed prior to the commencement of any building with the Council's Conservation Officer and Planning Officer.

#### **7.6 Access.**

In accordance with the requirements of Planning Policy Guidance Note 13 (PPG 1 revised March 2001), the integration of planning and transportation for any proposed development needs to be addressed in determining the development proposed. 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) 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. In order to satisfy the minimum requirements of PPG 13 it will be necessary for developers to consider improving the accessibility for vehicles, pedestrians and promoting cycling.

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.

#### **7.7 Parking.**

Car and cycle parking should be provided in accordance with the Councils current standards. These are currently being reviewed following the revised Planning Policy Guidance N<sup>o</sup> 13 introducing the principle of maximum parking standards This guidance will form the basis for assessing car parking requirements.

## 7.8 **Landscaping.**

The existing landscaping, specifically around the graveyard, should be retained and enhanced as part of a comprehensive landscaping plan.. The loss of any existing trees should be in accordance with current planning guidance.

## 7.9 **Security.**

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 effective lighting.

## 8.0 **RESIDENTIAL DEVELOPMENT**

### 8.1 **Design.**

Any residential development should comply with the appropriate UDP policies and take into account the guidance contained in the Supplementary Planning Guidance - the Design of Residential Development. Specific reference should be made to Policy UN5.1 Special Control of Development in Conservation Areas and any development must achieve the high quality of design advocated in the document 'Building in Context - new development in conservation areas'

### 8.2 **Density.**

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 50 dwellings per hectare.

### 8.3 **Materials**

External materials should be of good quality, hard wearing, visually appropriate and sympathetic in terms of colour and texture to the character of the conservation area. The choice of materials must be agreed prior to the commencement of any building with the Council's Conservation Officer and Planning Officer.

### 8.4 **Privacy distances**

The Council encourages innovation and good design in new developments whilst ensuring satisfactory privacy and space about dwellings. The minimum distances are:

- 6 m from access road to any facing windows in new block
- 12 m from habitable room to blank gable
- 21 m habitable room to habitable room across frontage
- 25 m habitable room to habitable room across rear gardens.

These dimensions apply to 1 and 2 storey dwellings – for 3 storey add 3 m to each criteria.

The nature and characteristics of the site dictates that these privacy distances may not be met, and the emphasis will be on the design to ensure adequate privacy is achieved.

## 8.5 **Amenity space provision**

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

18 sq m per unit for 1 bed flat development  
35 sq m per unit for 2 bed flat development  
50 sq m per terraced 2 and 3 bed dwelling

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. The retention and improvement of the disused graveyard is seen as an integral part of the provision of amenity open space within a 'courtyard' style layout.

## 8.6 **Recreation and Amenity Open Space.**

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 Supplementary Planning Guidance – Recreational Open Space and Commuted Payments.

The provision of open space for formal recreation, at the standard of 1.7 ha per 1000 population, is unlikely to be required on this site, due to existing buildings and the town centre location restricting development to below the threshold of 100 occupants.

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 the policy UL1.3. The provision of the required open space is unlikely to be provided on site and will be met by commuted payment.

Housing Supplementary guidance for the town centre identifies a relaxation in the policy requirements and applies a 50% reduction in children's play requirements inside the town centre.

## 8.7 **Affordable Housing**

Proposals for new residential development on this site will require the application of the affordable housing policy, UDP policy UH2.3. The affordable housing provision should be made on site using a registered social landlord in a shared equity scheme. Such accommodation must be built at the same time as any main building works take place.

Housing Supplementary guidance for the town centre advocates the removal of the current presumption in favour of the on-site provision, as well as a reduction in both on-site and off-site affordable housing requirements by 50%.

8.8 **Parking provision**

The maximum number of car parking spaces required are:  
- for flats 1.25 spaces per dwelling

Where parking spaces are allocated to specific dwellings 1 space will need to be to disabled specification, where spaces are shared 10% of spaces need to be to disabled specification and marked for disabled use only. Parking should be located close to the properties they serve not only for convenience but also for enhanced security.

Cycle parking will also need to be provided for all dwellings at a level of 1 space per dwelling, provided in a lockable store.

9.0 **RETAIL DEVELOPMENT**

9.1 **Design.**

Any development should comply with the appropriate UDP policies and take into account the guidance contained in the Supplementary Planning Guidance - Shopfronts and related Advertisements.

Specific reference should be made to Policy UN5.1 Special Control of Development in Conservation Areas and any development must achieve the high quality of design advocated in the document ‘Building in Context - new development in conservation areas’.

9.2 **Parking provision**

The number of car parking spaces is:  
Retail <900 sq m 1 space per 25 sq m  
Food Retail >900 sq m 1 space per 16 sq m  
Non food retail >900 sq m 1 spaces per 22 sq m

Parking for disabled person’s vehicles should be provided as follows:  
Retail <900 sq m <250 sq m 1 space  
250 –500 sq m 2 spaces  
>500 sq m 3 spaces  
Food Retail >900 sq m 4 (plus 4% of capacity over 56 spaces)  
Non food retail >900 sq m 4 (plus 4% of capacity over 41 spaces)

Cycle parking will also need to be provided at a minimum 1 space per 200 sq m (with a minimum provision of 2)

10.0 **OFFICE DEVELOPMENT**

10.1 **Design.**

Any office development should comply with the appropriate UDP policies. Specific reference should be made to Policy UN5.1 Special Control of Development in

Conservation Areas and any development must achieve the high quality of design advocated in the document 'Building in Context - new development in conservation areas'.

## 10.2 **Parking provision**

The number of car parking spaces required (providing the threshold of 2500 sq. m is reached) is:

B1 Offices - maximum 1 space per 35 sq. m

Parking for disabled person's vehicles should be provided as follows:

<350 sq m	1 space
350 –700 sq m	2 spaces
700-1050 sq m	3 spaces
>1050 sq m	4 (plus 4% of capacity over 31 spaces)

Due to the nature and the location of the site the total car parking required is likely to be accommodated on-site.

## 11.0 **CONTACTS.**

### 11.1 **Stockport Metropolitan Borough Council**

#### Regeneration Section

Jean Fricker	Historic Areas Regeneration Team Manager	0161 474 2617
Paul Hartley	Conservation Officer	0161 474 2620
Mike Davies	THI Officer	0161 474 2619
Brian Nash	Project Specialist (Urban Design)	0161 474 2628

#### Development Control

Jim Seymour	Planning Officer	0161 474 3656
Jim Cunliffe	Highway Engineer	0161 474 4905

#### Planning Policy

Dave Bryant	Planning Manager	0161 474 3526
Bruce Child	Policy Officer (Open Space)	0161 474 3564
Geoff Taylor	Policy Officer (Housing)	0161 474 3534

### 11.2 **Services**

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

United Utilities  
Map Services Direct  
Stevens Way  
Goose Green

Wigan  
WN3 6PJ

Tel No 0870 7510101

Norweb Electricity  
P.O.Box 14  
410 Birchwood Boulevard  
Birchwood  
Warrington  
WA3 7GA

Tel No. 0161 257 4321

Trans Co (North West District)  
Spa Road  
Bolton  
BL1 4SR

Tel No. 01204 545000

British Telecom Plc  
91 London Road  
Manchester  
M60 1HG

Tel No. 0800 309409

British Telecom Plc  
Post Point 51 D  
Fifth Floor  
Lancaster House  
Old Hall Street  
Liverpool L3 9PY

Tel No. 0151 229 4503

Ntl  
Plant Enquires  
Timpson Road  
Baguley  
Manchester M23 9WX

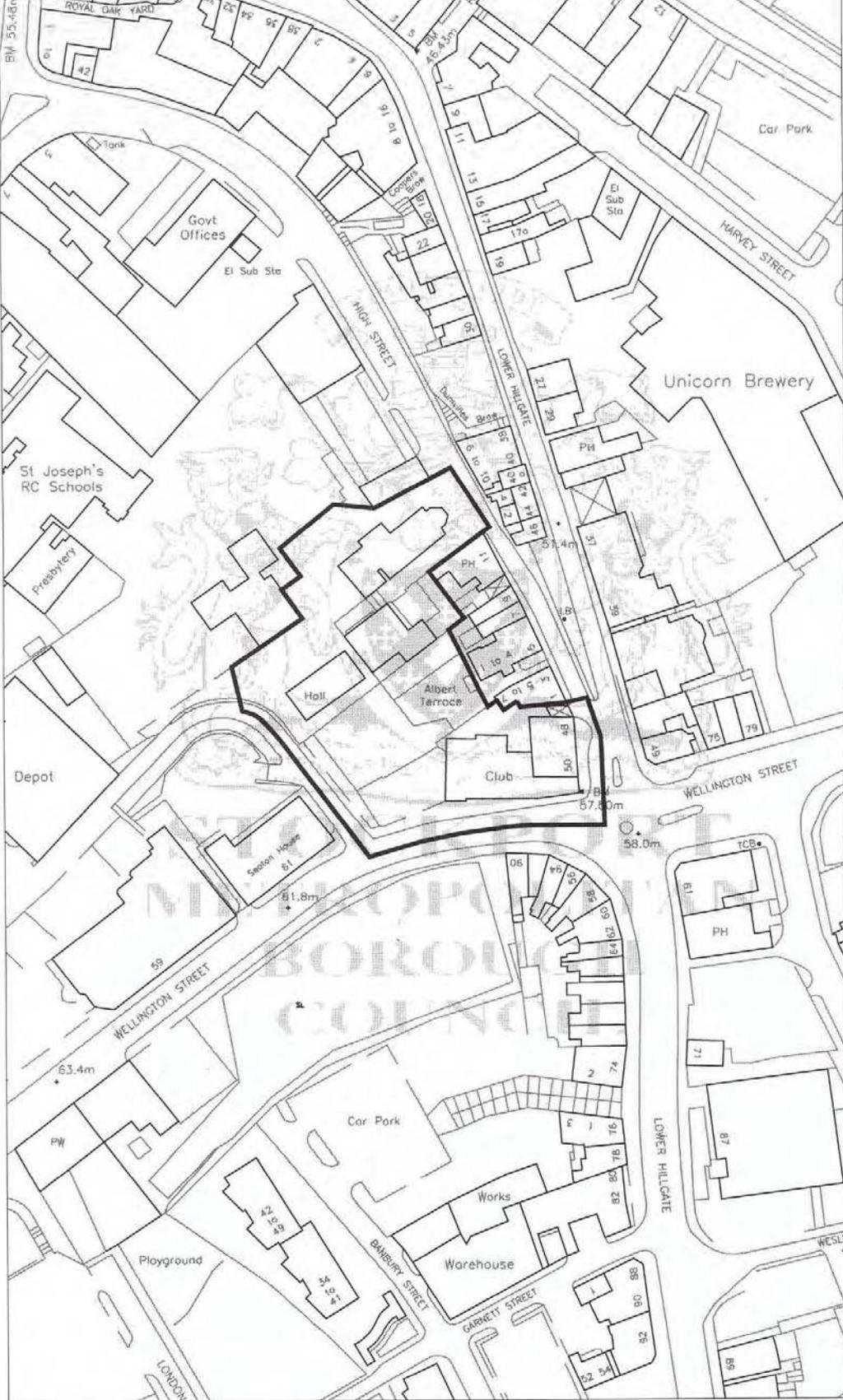
Tel No 0161 283 5217

Greater Manchester Police (Architectural Liaison Officer)  
Chester House  
Boyer Street  
Manchester M16 0RE

Tel No 0161 865 2258

Townscape Heritage Initiative.  
Planning Guidance. July 2004

Reproduced from the 1995 Ordnance Survey map, with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Stockport Municipal Borough Council. 0004/0071. Multiple reproduction without Crown Copyright and may lead to prosecution of civil proceedings.



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



on 1 date listed amendment note

**STOCKPORT**  
MUTUALITY BOROUGH COUNCIL

E. McLeon  
BA(Hons), B.Phil, MBA  
Director  
Environment and Economic  
Development Services

S. Penfold, Assistant Director  
Regeneration and  
Economic Development

Regeneration Section  
2nd Floor  
1 St Peters Square  
Stockport SK1 1NN  
Committee

Project  
**HILLGATE THI**

Title  
Former Peaches Nightclub,  
Wellspring,  
Clarks DIY & Institute

Scale 1:1250  
Date Drawn Authorised

Drawing/Amendment Number **MV**

Drawing Copyright © Stockport M.B.C. Unauthorised use or reproduction prohibited