

Planning Brief

Former Crowther Mill,
76-82 Lower Hillgate
and 1-3 Crowther Street
Stockport

Adopted
May 2004

Adopted Planning Guidance

Former Crowther Mill, 76-82 Lower Hillgate, and 1-3 Crowther Street Stockport

1.0 **OBJECTIVE.**

- 1.1 The purpose of this planning brief is 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 adopted 'The Regeneration Plan for Stockport Town Centre and the M60 Gateway – Gateway to the Future' as the means to guide 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, 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 18th 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 18th and 19th 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 19th century buildings with narrow frontages, constructed in brick with pitched slate roofs. Architectural features and materials relating to the late 19th 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 19th C.

Warehouse rear of 11 High Street (Unlisted) late 19th C.

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

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

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

43 Lower Hillgate (Unlisted) early 20th C.

Unicorn Brewery and Offices (Unlisted) early 20th C.

3.2 Site description.

The total area under consideration is 0.12ha (1.3a) and comprises the linked properties 76-78 Lower Hillgate and 1-3 Crowther Street together with the vacant sites of former properties 80-82 Lower Hillgate and Crowther Mill at the corner of Garnett Street and Banbury Street.

76-78 Lower Hillgate is a 3 storey building faced in red brick with grey slate pitched roof. 1-3 Crowther Street is a 3 storey building that becomes 2 storeys as Crowther Street rises steeply towards Banbury Street.

The site slopes up Lower Hillgate, with a change in level of approximately 2 metres from Crowther Street to Garnett Street. The site slopes steeply up Garnett Street, with a change in level of approximately 5 metres.

Crowther Street adjacent to the site is a stone cobbled street made famous as the subject of a painting by L.S.Lowry.



Lower Hillgate Frontage.



View of vacant site, Banbury Street frontage.

3.3 Existing Land Use.

The existing properties are currently occupied;
76 Lower Hillgate and 1-3 Crowther Street
78 Lower Hillgate

British Stamp
Papillon Pizza



Lower Hillgate Frontage.



78 Lower Hillgate.



76 Lower Hillgate.

Crowther Mill and 80-82 Lower Hillgate were demolished following a devastating fire in 2002; the site then being cleared in advance of any development proposals.

3.4 Ownership.

The buildings and the vacant site are all in private ownership.

3.5 Planning History.

This site was part of a comprehensive planning brief for the wider area bounded by Lower Hillgate, Covent Garden, Massey Street, London Place, Piccadilly and Wellington Street.

The brief was approved on 7 September 2000, and identified areas with development potential.

A residential scheme for 7 houses (Planning application no (DC000465) is currently under construction on the north side of Crowther Street, and includes car parking, open space provision and the refurbishment of Crowther Street.

A full planning application was submitted in January 2002 for residential development adjacent to the above approved scheme, and included the demolition of the Mill.



Former 80-82 Lower Hillgate and Crowther Mill



1-3 Crowther Street

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 Crowther Mill and 80-82 Lower Hillgate, is assumed to have filled cellars and consequently a detailed ground investigation will be required.

4.2 **Access limitations.**

No vehicular access to Lower Hillgate exists. Vehicular access to the site is from Garnett Street and Banbury Street.

Crowther Street (known as Crowther Steps) is a stone cobbled street, with steps, a central handrail and lighting columns, which is unsuitable for vehicles.

4.3 **Landscaping.**

Currently there are no planting features within the site worthy of retention.

4.4 **Adjacent buildings.**

74 Lower Hillgate and 2 Crowther Street, to the north of the site are 3 storey red brick buildings with grey slate pitched roof. A hairdressers occupy the ground floor of 74 Lower Hillgate premises.

2 Crowther Street, with access directly from Crowther Street has two floors of accommodation, and has a number of windows facing the site.

88-90 Lower Hillgate is also 3 storey building in red brick with grey slate pitched roof, however the upper floor is articulated with 'black and white' half-timbered detailing, together with a gable roof construction to the main elevation.



88-90 Lower Hillgate



74 Lower Hillgate and 2 Crowther Street

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 comprises 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 cognizance of the architectural character and historic nature of the area.

New occupiers 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 recently reviewed the requirements of number of policy issues within the Town Centre with regard to residential development. Consequently it is anticipated that the development of these sites will be subject to a reduction in the requirements for the following policy areas:

Affordable Housing, Open Space Provision and Transportation Requirements.

The details of the guidance is contained in the Supplementary Planning Guidance 'Town Centre Housing' adopted by Council 20th October 2003.

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

The preferred use is for a residential development, however a mix of the permitted uses may be considered acceptable, particularly with B1 Business and C3 Housing on the Lower Hillgate frontage.

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 to the satisfaction of the Local Authority Building Inspectors.

7.2 **Stockport Unitary Development Plan (First Review March 2002).**

The adopted UDP is currently being reviewed, in accordance with Government guidance, and consequently reference should be made to the policies contained therein.

DCD1.1	Urban Design Principles
DCD1.3	Access for people with Access Difficulties
DCD1.4	Landscaping of New Development
DCD1.6	Public Health, Safety and security in Developments
DCD1.8	Energy Efficient Design
EP1.3	Control of Pollution
EP1.4	Light Pollution
L1.3	Provision of Recreation and Amenity Open Space in New Developments
HC1.2	Enhancement of Conservation Areas
HC1.3	Special Control in Conservation Areas
HP2.1	Provision of Affordable Housing
HP2.5	Dwelling Mix
CDH1.1	New Residential Development in Predominantly Residential Areas
CDH1.2	Commercial / Industrial Development in Predominantly Residential Areas
CDH1.7	Development Control Standards for New Dwellings
E2.2	Location of New Business Premises and Offices
E2.3	Design of New Business and Industrial Development
SE1.1	Control of Food and Drink Outlets
ST2.2	Quality Bus Corridors and Bus Network
ST2.4	Walking
ST2.5	Cycling
TD1.1	Achieving Accessible Development
TD1.4	Car Parking in Developments
TD1.6	Accessibility and the Design of Development

Supplementary Planning Guidance

- Recreational Open Space and Commuted Payments
- Design of Residential Development
- Shopfronts and related Advertisements
- Affordable Housing
- Car Parking Standards (Draft)
- Town Centre Housing

7.3 **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.

7.4 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.

The developer is required to consult with the Commission for Architecture and the Built Environment to ensure any development proposals are commensurate with the aims and objectives listed for this important site. The CABE publication 'Creating excellent buildings' contains advice to ensure a high quality and appropriate design, including consultant appointment,

7.5 Scale, massing and height.

Due to the topography of the site a 'stepped' development is most appropriate with a maximum of 3 storeys to the Lower Hillgate frontage. The maximum height of development to the rear of the site adjacent to Banbury Street is 4 storeys. The transition of building mass including the appearance of the roofscape requires careful consideration to ensure the character and amenity of the conservation area is enhanced.

The massing and orientation of the development should take into account the amenity of the adjacent residential properties on Banbury Street and the new development on Crowther Street.

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.

The existing condition and alignment of Garnett Street and Banbury Street is considered unsuitable to accommodate any new development. The reconstruction of Garnett Street and Banbury Street is therefore a requirement of any development proposal and includes carriageway reconstruction, footway construction, drainage and lighting. It is a requirement that any development proposals retains and respects the historic street pattern and inherent quality.

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^o 13 introducing the principle of maximum parking standards This guidance will form the basis for assessing car parking requirements.

7.8 **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 achieving up to 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 area 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.

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.

Supplementary Planning Guidance 'Town Centre Housing' identifies a relaxation in the policy requirements and applies a 50% reduction in childrens 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.

Supplementary Planning Guidance 'Town Centre Housing' 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 is:

- 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)	

Due to the nature and the location of the site on-site provision is unlikely and so off-site provision may be required.

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 unlikely to be accommodated on-site, and so off-site provision may be required.

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

11.3 **Information**

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

Tel No 0161 865 2258

Commission for Architecture and the Built Environment
The Tower Building
11 York Road
London
SE1 7NX

Tel No 020 7960 2400

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Hillgate Conservation Area



Crowther Mill,
76-82 Lower Hillgate
and 1-3 Crowther Steps

or date local amendment note



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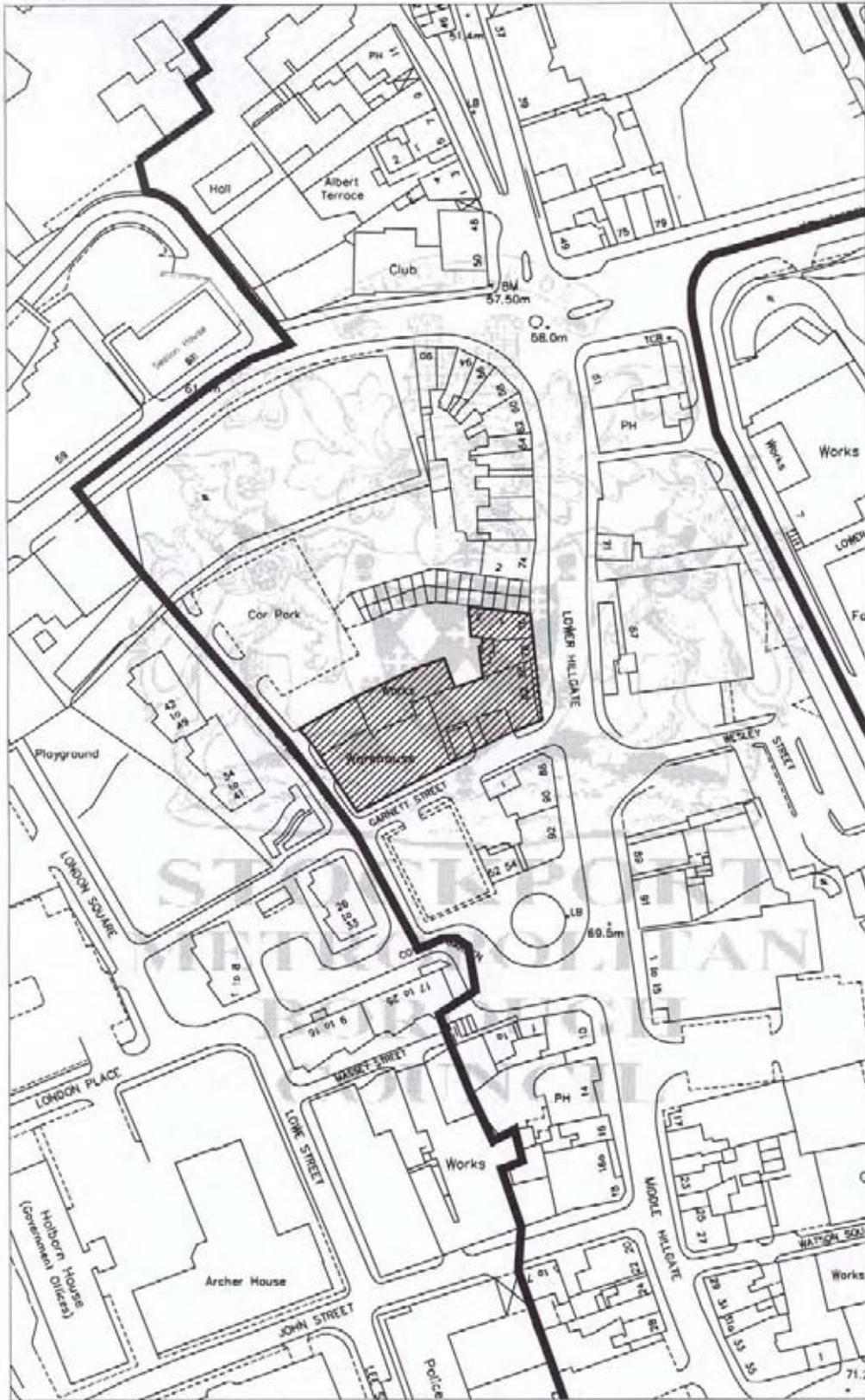
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Planning Guidance
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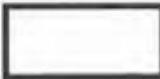
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Hillgate Conservation Area

STOCKPORT
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Project
Crowther Mill,
76-82 Lower Hillgate
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Title
Planning Guidance
Site Location

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Project
Crowther Mill,
76-82 Lower Hillgate
and 1-3 Crowther Steps

Title
Planning Guidance
Site Plan

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