

Planning Brief

Wellington Road North and
Andrew Street
Stockport

Adopted March 2001

PLANNING BRIEF

Land at Wellington Road North/Andrew Street, Stockport

1.0 BACKGROUND

- 1.1 Policy and Resources (General and Estates) Sub-Committee on 6/10/97 resolved to negotiate the sale of the site of Nos. 23-49 Wellington Road North, Stockport, by way of a joint marketing agreement. The disposal was subject to the prior approval of a planning brief for the site.
- 1.2 This brief is produced by the Regeneration Section in consultation with Planning Policy and Development Control Sections of the Environment and Economic Development Division.

2.0 THE SITE AND SURROUNDINGS



- 2.1 The site is located to the west of Wellington Road North, approximately 280 metres north of the junction with Heaton Lane, adjacent to the town centre.
- 2.2 The site is roughly rectangular on a north west/south east axis, sloping from north to south and comprises the following:-
- i. The site of Nos. 23-49 Wellington Road North, a former slum clearance site which has been mounded and planted with what are now semi-mature deciduous trees.
 - ii. The north west quarter is vacant/derelict land with remnants of fencing and posts.
 - iii. The south west corner has a vacant, two storey office building in a state of disrepair.
 - iv. Between 'i' and 'ii' a fenced/walled car parking compound, now disused.

A 5m strip of vacant land runs behind 'iii' and 'iv'.

- 2.3 The area of the site is approximately 0.23 ha. and comprises 825 m² owned by the Council and the remainder in private ownership.
- 2.4 The boundary to the north west is formed by Andrew Street and a two-storey public house, 'The Magnet', behind which is a roughly surfaced and fenced parking area. Andrew Street itself is used for on street parking, with many cars encroaching into the site.
- 2.5 The south west is bounded by vacant land which is partly concreted surfaced and partly cobble sett varying in width between 5 and 10m, beyond which is the retaining wall of the railway embankment. The vacant site broadens out at the southern end fronting Railway Street and is used for informal car parking. There are remnants of substantial steel/chain link gates onto Andrew Street.
- 2.6 Railway Street lies to the south east and is cobbled sett and intensely used for car parking. The north corner with Wellington Road is occupied by a two storey public house, 'Dillons Whistlin Jig', behind which is a small area of vacant land. Mitchell's Self-Drive occupy the south corner with the rear of the single storey Kwik Save supermarket behind. The street leads to a gated railway arch used as a contractor's compound.
- 2.7 Wellington Road North is to the north east facing across to the seven storey modern office building of Apsley House.
- 2.8 There has been no survey of ground conditions or services. For the purposes of this report it is assumed that these do not impose a constraint on development.

3.0 **PLANNING POLICY FRAMEWORK**

- 3.1 In the Stockport Unitary Development Plan (Adopted Plan 1998) the site lies within Policy Guidance Area 1.7 Georges Road. Within the Policy Guidance Area the following

uses are considered acceptable (as defined in the Town and Country Planning Act (Use Classes Order) 1987):

Non-food Retail Warehousing (A1)
Food and Drink (A3)
Offices (B1),
General Industry (B2 and B8), and
Leisure (D2).

3.2 The location and prominence of the site dictates that B1 Office use is considered appropriate and any other use would be considered on their merits and subject to the criteria contained in this brief. All development proposals are subject to consideration by the Council's Development Control Officer.

3.3 The following uses are considered inappropriate for this site

Food Shops (A1)
Dwellings (C3)

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

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
UN8.4	Development on or near contaminated sites
UN9.1	Energy efficient development
UC4.3	Protection of Local Open Space
UE2	Design of new business and industrial development
UT1.1	Access to highway network
UT1.3	Impact of new development on traffic flows
UT4.1	Parking provision in new developments
UL1.3	Recreation and amenity open space in new development

3.5 All development shall be designed to the highest standard to the satisfaction of the Local Authority Planning Department and constructed in accordance with the current Building Regulations to the satisfaction of the Local Authority Building Inspectors.

3.6 With regard to the tree cover, the Council's Woodland Landscape Strategy is of relevance and in particular Policy 16 of the WLS 'to enhance the environment of the main transport corridors such as motorways, a main roads and railways'. The site is an area of Local Open Space and consequently any development is subject to Policies, UC4, Urban Open Space, and UC4.3, Protection of Local Open Space.

3.7 A planning application (NO. 66608) for the redevelopment of the sites of the existing Kwik Save and Mitchell's Self Drive for a new supermarket fronting Wellington Road North was approved on the 30/4/98. The approval required a Section 278 Agreement for

necessary highway improvements including to and from Railway Street, proposed as the service access for the supermarket.

3.8 The Council has produced the Town Centre / M60 Regeneration Plan ‘Gateway to the Future’, which provides the framework to guide development within the Town Centre / M60 corridor.

3.9 Key components of the plan are

i) to create welcoming gateways and arrival points

ii) to raise architectural and urban design standards.

This requires the creation of landmark buildings and features on key prominent sites, to enhance the quality of the main roads into the Town Centre, and the A6 is the highest priority for action.

4.0 **DEVELOPMENT PRINCIPLES**

4.1 The most appropriate use for the site is offices (B1) or similar. Although, in principle, other uses as listed in the PGA guidance are acceptable, it is unlikely that the requirements concerning siting and design criteria contained below can be satisfied.

4.2 The massing of semi-mature trees provides an attractive feature on the A6 in an otherwise built-up area. The retention of some of trees on the immediate road frontage will be required, thereby maintaining an ‘avenue’ effect and their visual impact. Detailed layout and design should endeavour to enhance and supplement as many trees as possible within the body of the site.

4.3 Building mass should be to the west and south of the site ensuring that it does not encroach on the branch or root spread of any retained trees. There is no consistency in the height of the surrounding buildings. However, a building of two/three storeys would be most appropriate, yielding a maximum of 1500m² gross floorspace.

4.4 In order to maintain a visual presence to the A6 the building should have a strong frontage close to the highway, but not exceed a distance of 25 metres from the southern boundary measured along Wellington Road South, in order to retain the main area of existing trees.

4.5 The prominence of the site as a main gateway to Stockport Town Centre requires a high standard of design and appearance for any proposed building and the finish of external areas, landscaping and boundary treatment is of importance. Special regard to the roof treatment is necessary due to the visual prominence of the site from the adjacent elevated railway viaduct. A single uniform roof should be avoided and a roof with varying elements and articulation should be considered.

4.6 Vehicular access for service vehicles should be taken from Railway Street and vehicle access for customers/staff should be from Andrew Street. Pedestrian only access can be taken from Wellington Road North.

Improvements to the existing highways will be needed in accordance with the requirements of the Development Control Highway Engineer.

4.7 Car and cycle parking should be provided in accordance with the Councils current standards and the UDP policy UT 3.3, however as these are currently being reviewed, the P.P.G. draft proposals will form the basis for assessing car parking requirements.

For guidance the draft standards produced by the Greater Manchester Local Authorities are:

A1 (Non Food)	- maximum 1 car space per 7 sq. m. public area - maximum 1 cycle space per 400 sq. m.
A3 (Food and Drink)	- maximum 1 car space per 30 sq. m. - maximum 1 cycle space per 400 sq. m.
B1 Offices	- maximum 1 car space per 35 sq. m. - minimum 1 cycle space per 400 sq. m.
B2, B8 Industry	- maximum 1 car space per 70 sq. m. - minimum 1 cycle space per 700 sq. m.
D2 Leisure	- maximum 1 car space per 25 sq. m. - minimum 1 cycle space per 250 sq. m.

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

Offices	- up to 200 spaces : 5% of capacity - over 200 spaces: 2% plus 6
Shops, leisure facilities	- up to 200 spaces : 6% of capacity - over 200 spaces: 4% plus 4

Due to the close proximity of public transport links, the level of car parking provided may be less than the standard requirement as part of a sustainable transport plan. In addition, sufficient space should be allowed for the manoeuvring of service vehicles.

4.8 Notwithstanding the above, the development and marketability of the site would be greatly improved by incorporating currently vacant land to the west adjoining the railway embankment. In addition, building mass could be increased through utilising nearby land for car parking, provided this is permanently available to service the site.

5.0 **CONTACTS**

5.1 **Stockport Metropolitan Borough Council.**

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5.2 **Services**

Information can be obtained from the following:-

Stockport MBC

Main Drainage Section
Environment & Economic Development Division
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Public Services

Norweb Electricity
Hathersage Road
Chorlton-on-Medlock
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Drawing Office
Tel No. 0161 257 4621

Connections Section
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British Gas Trans Co (Manchester District)
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