

**Planning Brief**

**Reddish Library/Community Centre/Swimming Baths/Mortuary**  
Reddish  
Stockport



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

March 2009

Stockport Metropolitan Borough Council

## Planning Brief

### Reddish Library/Community Centre/Swimming Baths/Mortuary

#### 1.0 OBJECTIVE

- 1.1 The purpose of this brief is to provide planning guidance to developers to guide the regeneration/development of this important site close to Reddish District Centre. This brief is prepared by the Regeneration Economic Development and Tourism Section, Environment and Economy Directorate in consultation with the Development Control Section, Planning Policy Section, and N.P.S. Property Consultants who are the Council's Estates and Asset Management Advisors.

#### 2.0 BACKGROUND

##### 2.1 Location and Context (Plan1)

This is a prominent site located on Gorton Road, 0.5 Km from Houldsworth Square and 1km from North Reddish Local Centre, and comprises 3 buildings plus an outbuilding with separate uses.

The site is bounded by:

- to the north: by Spencer Street
- to the east: by unnamed passageway between Spencer Street and Melbourne Street
- to the south: by Melbourne Street
- to the west: by Gorton Road.



##### 2.2 Opportunities

This prominent group of civic buildings has significant townscape value: their public frontage to Gorton Road represents a local landmark and contributes positively to the quality and appearance of this part of Reddish, an area of predominantly residential housing that developed in the mid-late 19<sup>th</sup> century to serve local industries.

The group has a fine and imposing frontage, largely unaltered from its original design and external appearance. Whilst the interiors to the fire station, library and baths have all been altered to varying degrees, they still maintain a strong sense of their original character, form and function. Partially used, the buildings are in need of some repairs. There are opportunities for new uses.

### **3.0 SITE INFORMATION (Plan 02)**

#### **3.1 Site Description**

The site comprises the Reddish Library, the former Reddish Fire Station and the Reddish Baths with the former town mortuary at the back, located on Gorton Road between Spencer Street and Melbourne Street.

The self contained buildings were built in the early 1900's with the library opened in 1908 and are identified as Buildings of Local Interest in the Stockport Unitary Development Plan Review, adopted 31 May (policy HC2.5).

An electricity sub station and transformer is located on the east boundary of the site.

The total site area is approximately 2750 sq metres and has a wide frontage of approximately 50 m to Gorton Road. The site is bounded by highways: Gorton Road, Spencer Street, Melbourne Street and an unnamed/ unadopted alleyway.

#### **3.2 Existing Land Uses**

**The Library** is a single story building located at the north end of the site. The accommodation for the library (289 sq m) is considered inappropriate in terms of size, layout and location to meet the current and expected needs of the Library Service. A small car park is located to the rear of the building.

**The Baths** are located to the south of the site. The baths (570 sq m) were leased to Sports Trust but were closed at end of July 2005. The building is currently 'moth balled' until a future use is secured. The Council has made alternative swimming pool provision elsewhere, specifically within Reddish Technical College.

**The former Fire Station** (Community Centre) is a 3 storey building situated between the library and the baths. The Community Centre (196 sq m) is located on the ground floor and is used by local groups. The upper floors are former fireman's living accommodation and are currently vacant. They are accessed independently from first floor level at the rear of the building.

**The former Mortuary** is situated at the rear of the library. A small single storey brick building which was opened in 1908. The building is currently empty.

#### **3.3 Ownership**

The site is in Stockport Council ownership.

#### **3.4 Planning History**

No recent planning applications.

### **3.5 Public Utilities**

Details can be obtained from the appropriate statutory utility providers

## **4.0 SITE FEATURES AND CONSTRAINTS**

### **4.1 Historic Background**

The buildings are of significant historic interest having been provided following the amalgamation of Reddish with the Borough of Stockport in 1901. The buildings were constructed in 1907-8 as a result of a competition won by architects Albert E Dixon and Charles H Potter and judged by Sir A Brumwell Thomas, architect of Stockport Town Hall. The land was donated by the local industrialist Greg family (ref: Hartwell, Hyde & Pevsner Lancashire Manchester and the South East, 2004; Cronin J, Reddish)

Pevsner ('The Buildings of England, Lancashire: Manchester and the South East') describes them as a "slightly unlikely combination". The building group was included in the Council's list of buildings of local historic, architectural or other special character interest in 1997. The complex is described in the list entry as restrained Baroque style, red brick and yellow terracotta dressings and banding (Ref: Hartwell, Hyde & Pevsner, Lancashire Manchester and the South-East, 2004; Cronin, Reddish, 2000). The group of buildings is recognised as having archaeological interest and is included as an entry on the Greater Manchester Sites and Monuments Record Ref MGM 14817.

Fire Station Central to the group is the three-storey fire station (converted to a community centre), with a ground-floor arcade of large round-arched openings, now partially infilled. The front elevation is articulated by brick piers with banding at the top and the pair at the centre rise to support a pedimental gable and divide three pairs of small-paned sash windows for each of the upper floors. The fire station has been adapted for various community uses on the ground floor. The ground floor formerly housed engines with a watch room to the right and horse boxes and stables to the rear and is now much altered. The two upper floors to the front of the building originally served as housing for the firemen but are now empty and the area is only partially accessible. These upper floors have not been converted but have been partly dismantled in order to enable structural repairs to the front elevation. An external staircase at the rear of the building which provided access to the living quarters via an external balcony has been removed. External toilets, built on the balcony at each end and serving each flat, have also been removed. To the rear is a 2-storey outbuilding, formerly a stable block and hayloft, attached to the fire station. The fire station has a hipped roof and a natural blue slate roof. A square chimney survives to the rear along with most of the chimney stacks. The fire station ceased to function as such in 1966 and was converted to a community centre in 1973.

The single-storey library on the north side has a central domed ventilator cupola and a central entrance with a parapet and a cartouche with the words FREE LIBRARY. The entrance has alternating brick and terracotta banding on the

flanking pilasters and a semi-circular stained glass fanlight above the door presumed to date back to when the building was erected. The banding is repeated at the corners and on parts of the fire station. The original front windows have been replaced otherwise the appearance of the frontage externally is unchanged. The interior however has been altered over the passage of time. Apart from retaining a curved ceiling in the former reading room the interior is altered from its original layout.

The baths, on the south side, has an entrance to the left with an arched opening, a segmental canopy and date stones in terracotta. The gabled frontage and pool hall has four sets of paired windows with terracotta festoons between each set and a semi-circular lunette window above. The main pool and changing cubicles along the right hand side of the interior are thought to be original. The slipper baths at the front have gone and the original washroom has been altered. To the rear the toilets have been altered and a flat -roofed two storey flat was added probably in the 1930's. A number of other service rooms and boiler rooms have been added to the outside of the building although the facade to Melbourne Street remains largely unaltered. There is a tall brick chimney to the rear.

Mortuary In the rear yard a small single-storey building in matching, simpler style was formerly a mortuary.

#### **4.2 Building / Ground Conditions**

The buildings are generally in reasonable condition although temporary repairs have been carried out to stabilise the front elevation of the former fire station. A detailed structural survey of the full group of buildings will be required.

#### **4.3 Access**

Current vehicular access to the site is from Spencer Street. Direct vehicular access from Gorton Road will not be permitted.

#### **Parking**

There is parking for 4-5 cars at the rear of the library, accessed from Spencer Street.

#### **4.4 Electricity Sub-station**

There is an electricity sub-station in the rear yard and car park of the building complex. This site has been leased to NORWEB and underground cables cross part of the rear yard. United Utilities require access to the rear yard/car park from Spencer Street to maintain their equipment.

United Utilities has informed the Council of their intention and need to upgrade the electricity substation and transformer which is likely to involve the removal of existing equipment and replacement with an upgraded substation. Discussions are in progress with the council and details of the programme of work are under consideration. It is essential and a requirement that access for the maintenance of the substation by United Utilities is retained in any future regeneration scheme. Security considerations will also need to be accommodated.

## 5.0 PLANNING POLICY CONTEXT

### 5.1 Stockport Unitary Development Plan (UDP) (First Review Adopted May 2006)

The adopted UDP has recently been reviewed, in accordance with Government guidance and the site is identified on the Proposals Map as being within a predominantly residential area and consequently reference should be made to the appropriate policies contained therein.

DCD1.1	Design Principles
DCD1.2	Design Appraisals
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
L1.3	Provision of Recreation and Amenity Open Space in developments
HC2.5	Development Affecting Buildings of Local Interest
HC3.1	Development and Archaeology
CTF1.1	Development of Community Services and Facilities
HP1.2	Phasing of Housing Development
HP2.1	Provision of Affordable Housing
HP2.5	Dwelling Mix
CDH1	Development in Predominantly Residential Areas
CDH1.1	New Residential Development in Predominantly Residential Areas
CDH1.2	Non Residential Development in Predominantly Residential Areas
CDH1.9	Community Facilities in Predominantly Residential Areas
CTF1	Community Services and Facilities
E1.2	Location of New Business Premises and Offices
E2.3	Design of New Business and Industrial Development
ST1.4	Walking
ST1.5	Cycling
TD1.1	Achieving Accessible Development
TD1.2	Transport Assessments
TD1.3	Travel Plans in Developments
TD1.4	Parking in Developments
TD1.6	Accessibility and the Design of Development
PSD1.1	New Shopping and Leisure Provision

#### Supplementary Planning Guidance (SPG) and documents (SPD)

- Recreational Open Space and Commuted Payments SPG updated July 2006
- Design of Residential Development SPD adopted December 2007
- Affordable Housing SPG adopted Jan 2003
- Car Parking Standards
- Sustainable design and construction SPD adopted 31 May 2006
- Transport and Highways in Residential Areas SPD adopted September 2006
- Sustainable Transport SPD adopted December 2007

### **Design and Access Statements (DAS)**

The Council will require the submission of a Design and Access statement to accompany any planning application submitted on account of its potential impact on the setting of the buildings.

Any new development will be required to take into account the historic, architectural features of the library, former fire station, baths and mortuary.

The Council has prepared a short guidance note 'Stockport Guide to Design and Access Statements' which can be viewed on <http://www.stockport.gov.uk/content/environment/planningbuildingpolicy/developmentcontrol1/planninginfo/prepareaccessstat?a=5441>

The DAS will be specific to the application. The guide advises on what it should include for the design component and access components of the development that a developer/applicant will need to address. The Access component of a DAS is particularly important for a building or space where there is access by the public, as such schemes are required to comply with the provisions of the Disability & Discrimination Act 1995 (DDA). Further information can be found at:

<http://www.stockport.gov.uk/content/environment/planningbuildingpolicy/developmentcontrol1/planninginfo/disabilitydiscrimact1995?a=5441>

Further general information on Design & Access Statements is available through the following web-link:

*CABE Design & Access Statements: how to write, read and use them:*

<http://www.cabe.org.uk/AssetLibrary/8073.pdf>

## **5.2 Planning Use Class Orders**

The following uses (as defined in the Town & Country Planning Act - Use Classes Order 1987) may be considered suitable for this site, in accordance with the Government Guidance Notes, Planning Policy Statements(PPS) and UDP Policy :

### **Acceptable Uses:**

A2	Financial & Professional Services
A3	Restaurant and Cafe
B1	Offices/ Business
C3	Residential
D1	Non-Residential Institutions
D2	Assembly and Leisure (subject to PPS 6 sequential tests unless ancillary to development)

A2, A3, D1, D2 uses and community facilities may be acceptable uses subject to demonstration of compliance with the relevant policies and the scale and nature of the proposal. A3 restaurant and café uses could be acceptable at the planning brief site where they are ancillary uses, and where they are not ancillary proposals they should be justified against the above government guidance (PPS6) and UDP Review Policy PSD1.1 (New Shopping and Leisure Provision) considerations.

**Unacceptable Uses:**

A1	Retail
A4/A5	Drinking Establishments & Hot Food Takeaways
B2	Industrial
B8	Warehouses use

Any other use will be considered on its merits as assessed against the relevant planning policies and in accordance with the criteria contained in this brief with particular regard to access and effect on the amenity of neighbouring residential properties.

**5.3 Criteria on release of Housing Development Land (UDP Policy HP1.2)**

The aim of this policy is to promote regeneration and housing development in a sustainable location.

The conversion on this site for housing would comply with UDP Policy HP1.2- 'Phasing of Housing Development'. This site satisfies the accessibility and regeneration criteria outlined in this policy as follows:

- i) It would ensure the active use or re-use of a building of local interest as covered by Policy HC2.5
- ii) The site is located close to Reddish District Centre on a high frequency bus route (Gorton Road) and within 1 Km walking distance of North Reddish Railway station

**5.4 UDP policy HC2.5 Development affecting buildings of Local Interest.**

The civic complex is recognised as a valuable architectural and historic feature and identified on the local list as a building of local interest in the UDP. Policy HC2.5 applies.

Development proposals affecting buildings or groups of buildings of local historic, architectural or other special character interest will not be permitted unless:

- i) the proposals safeguards the character of the existing building in its setting ;  
or
- ii) there would be no ensuing loss to the visual character and amenity value of the site and no detriment to the visual quality, setting and interest of the local area.

There will be a presumption against demolition and redevelopment unless the proposals meet the requirements of ii) of this policy and would result in no net environmental loss. Therefore any demolition proposals will be required to demonstrate compliance with this requirement.

**6.0 RESIDENTIAL USE DEVELOPMENT OPTION**

**6.1 Residential Use**

Residential development should comply with all relevant UDP policies and take into account the guidance provided in the Supplementary Planning Document - The Design of Residential Development.

## **6.2 Affordable Housing**

The provision of Affordable Housing is a requirement on sites sold by the Council for Housing. There will therefore be a requirement for affordable housing on this site. Policy HP 2.1 'Provision of Affordable Housing' in the Adopted UDP states that the Council will negotiate to achieve 35% of total dwellings as affordable dwellings.

The Council will prefer that the affordable housing provision be made involving a Housing Association on a shared ownership basis for this site.

## **7.0 BUILDING IN CONTEXT**

### **7.1 Design**

The external elevations of all buildings remain relatively unaltered from their original design and form an important element in the local streetscape. Temporary repairs to the front elevation of the fire station have resulted in the temporary removal and storage of key stones to first and second floor windows to enable their future re-instatement. High quality design and careful restoration is paramount in any repair, refurbishment or conversion of this important group of buildings. A high quality development will enhance the visual quality, setting and interest of the local area, achieving the regeneration of a prominent site and maintaining strong street presence of the existing group of buildings.

Any physical alterations to the buildings which would harm their special interest are unlikely to be supported. The repair, adaptation and sympathetic conversion of the existing buildings therefore represent the most desirable design solution in terms of historic building conservation and sustainable development.

The conversion of the Baths to an appropriate new use is likely to require substantial reconfiguration of the internal spaces contained within the existing building shell. This will require a careful and sympathetic interior design in order to minimise the impact of associated external alterations to the roof form and external elevations. The flat roofed two storey building at the rear of the baths and the single storey lean-to structures attached to the north elevation of the baths are of no special interest and their removal would not compromise the architectural or historic integrity of the original group (as required by UDP policy HC2.5). The tall brick chimney associated with the baths is of particular architectural and historic interest and this feature should be retained as part of any proposal for redevelopment.

Comprehensive proposals for the site should retain the identity of each element of this group and avoid the isolation of the various historic elements which make up its special interest. Every effort should be made to incorporate and reuse the various existing pedestrian entrances from Gorton Road as described in Para 4.1 Should the Baths be proposed for sub-division into separate units, strong consideration should be given to provision of re-use of the existing entrance and lobby to act as a shared communal entrance. Should residential conversion of the Baths be considered it is recommended that strong consideration is given to the vertical

subdivision of the internal space combined with open plan layouts in order to ensure the visual impact of associated external alterations (eg new window openings) are minimised and the character of the internal space remains legible.

The former fire station living quarters provide an opportunity for refurbishment of the residential uses and/or re-configuration of the existing space as housing units or flats, taking care to respect the original floor levels. Consideration should be given to re-instating and incorporating the former external staircase at the rear as a shared access. Efforts should also be made to retain the existing entrance from Gorton Road as a communal access for any residential conversion. The existing round-arched openings of the former fire station need to be sensitively reinstated as features in any refurbishment scheme.

Plaques commemorating the history of the buildings are still in place in the community centre (former fire station) and in the former baths and these should be prominently displayed in any refurbishment scheme.

All existing boundary walls and railings should be retained.

Any new construction or extension of the existing buildings should be sympathetic and subservient to the scale, height, massing and composition of the existing group and materials and architectural detailing should aim to be of equal quality as the original design.

The conversion and redevelopment of the buildings should reflect the guidance contained in the Commission for Architecture and the Built Environment (CABE) publication "Building in context: new development in historic areas" 2002.

## **7.2 Materials**

External materials will be required to be of high quality, hard wearing and visually sympathetic in terms of colour, texture to the appearance of the existing buildings.

## **7.3 Parking**

Parking for cars, cycles and powered two-wheelers (motorcycles, mopeds and scooters) should be provided in accordance with the Council's adopted standards. The Council's car parking standards can be found in appendix 9 of the Stockport Unitary Development Plan Review adopted 31<sup>st</sup> May 2006. Owing to the site's constraints, it is unlikely that a level of car parking which is close to maximum parking standards will be able to be provided. As such, priority will need to be given to providing spaces for the disabled and car sharers. Developers will need to justify the level of parking provision as part of any planning application and consider the implications of any increase in on-street parking that may result from redeveloping the site. Amendments to existing on-street parking regulations may need to be considered and funded as part of the development. A travel plan for the site is essential either for residential or workplace uses.

Cycle parking should be in the form of long-stay (covered and secured cycle stores) and short-stay (Sheffield stands) cycle spaces.

Consideration could be given to re-using the former mortuary as a cycle store in association with the conversion of the other buildings in the group. Alternatively the mortuary building has the potential to be converted for storing refuse bins should the other buildings be converted to a new use such as residential.

#### **7.4 Landscaping**

All existing historic features such as boundary walls and railings, the stone setted yard at the rear of the library and the granite flagged entrance to the former fire station should be retained and incorporated into the external landscaping scheme. A suitable scheme showing both hard and soft landscape features should be designed as an integral part of the development.

#### **7.5 Security**

Secure and safe environments both within and outside the development should be provided. Proposals should take into account the principles of 'Crime Prevention through Environmental Design' (CPTED) which essentially seek to maximise natural surveillance, define public and private open spaces and create a public realm that removes opportunities for crime to take place. In line with Policy DCD1.6 (Public Health, Safety and Security in development) of the UDP First Review, developers are advised to consult the GM Police Architectural Liaison Officer for crime prevention advice prior to submitting a planning application and using guidance such as incorporating 'Secured by Design' principles in a scheme. A Crime Impact Statement may be required.

The benefits of crime prevention measures can be maximised by including it in the earliest stages of design.

An appropriate level of intruder detection and alarm should be provided together with an assessment of the benefits of supplementing with external and internal CCTV provision.

The safety of pedestrian routes should be enhanced by high quality external lighting. Equally, avoiding light pollution is also desirable so that the outdoor lighting should be sensitive.

#### **7.6 Noise (in residential development)**

The Party walls and Floors in dwellings should have appropriate noise attenuation to fully comply with the current regulations for the amenity of the residents by using appropriate materials and construction methods.

#### **7.7 Open Space**

Policy L1.3 requires new residential developments to satisfy their own open space needs on site and sets out the importance of ensuring open space required in new developments is well related to the new homes. However if there is no practical alternative, as is likely to be the case here, the Council will allow some or all of the provision to be made off site or through contributions to improve provision elsewhere. The Council's supplementary planning guidance "Recreational /Open

Space Provision and Commuted Payments” sets out the implementation of the policy.

## **7.8 Sustainable Design and Construction**

Sustainable development is a key priority in Stockport Council’s Community Strategy, Government Policy and Regional Planning Guidance and the Council welcomes schemes which have regard to the Sustainable Design and Construction SPD. Further information and advice is available on all aspects of sustainable design and construction from the Council’s Planning Policy Team. The Council will examine carefully any proposals for sustainable development within the context of the general development requirements of the UDP and the SPD.

Materials specified for the development will need to demonstrate high standards of visual attractiveness, durability and environmental performance whilst respecting the historic and architectural features of the building. Consideration should also be given to how these materials could be re-used or re-cycled after their use in the proposed development and what, if any, actions can be taken during specification, selection and installation or use to make the future re-use or recycling easier.

Wherever practical, sustainable solutions should be proposed. Areas for consideration should include appropriate levels of insulation, orientation, shading, solar gain, natural and adjustable ventilation, surface and waste water disposal, use of locally sourced materials with low embodied energy, and reclaimed and recycled materials. Surface water should always be separated and disposed to (in priority order) soakway, SUDS (sustainable drainage system), water course or surface water sewer.

The overall strategy must aim to reduce energy consumption and carbon emissions to a minimum. Energy, preferably renewable energy, should be used efficiently. The environmental performance of new building should be examined and evaluated by the use of recognised tools and assessment models which can demonstrate the overall impact of the new proposals. For example developers may wish to use the Building Research Establishment Environmental Assessment Model (BREEAM) or the national Code for Sustainable Homes which builds on the EcoHomes approach. The development should demonstrate how it meets the Sustainable Construction Guide requirements.

The site therefore presents both an opportunity and a challenge to achieve imaginative and innovative, sustainable development through good building design whilst respecting the buildings’ local, historic and architectural character as a notable example of Edwardian municipal buildings.

## **7.9 Building recording and safekeeping of features of architectural/historic interest**

The building group is included in the Greater Manchester Sites and Monuments Record (Ref MGM 14817). Where a proposed development is likely to impact upon

a site of archaeological importance, the Council will require prospective developers to liaise and consult with the County Archaeologist at the Greater Manchester Archaeological Unit (GMAU) and the Stockport Council Conservation Officer prior to preparing detailed proposals and the submission of an application for development. Developers may be expected to fund archaeological/building investigations and/or recording to inform the design process prior to submitting an application.

Developers will also be required to consult with the Council's Curatorial and Design team at an early stage in order for the Council to assess the opportunities for architectural salvage and recycling. Any materials /items of architectural or historic interest likely to be affected as part of an approved development will be identified in consultation with the developer so that arrangements can be made for appropriate transfer to safe off-site storage and/or re-use.

## **8.00 Transport**

Transport issues relating to the redevelopment of the site will need to be considered as part of any proposal to redevelop the site. This includes the need to assess the impact of any increase in traffic generation that may arise from the site's redevelopment and how occupiers, visitors and staff will be able to travel to the site in a sustainable manner.

Policy TD1.2 of the UDP Review states that planning applications for development with significant transport implications must be accompanied by a Transport Assessment and outlines that assessments should be carried out having regard to the guidance contained within 'Guidance on Transport Assessment' (2007, DCLG/DfT). This guidance provides information on when transport assessment should be carried out and what Transport Assessments (for larger developments) or Transport Statements (for smaller developments) need to contain. Reference should therefore be made to this guidance when developing a scheme for the redevelopment of the site, although developers are advised to seek clarification from the Council's Development Control Engineer to confirm the form of assessment that will be required. Further information on transport assessment is contained within the Supplementary Planning Document 'Sustainable Transport', which is available on the Council's website. 'Guidance on Transport Assessment' can be downloaded from <http://www.dft.gov.uk/pgr/regional/transportassessments/>.

In addition to the likely need for some form of transport assessment, a travel plan may be required to be submitted in support of any application for the redevelopment of the site (Policy TD1.3 of the UDP Review). 'Planning Policy Guidance 13: Transport' (DETR) and 'Guidance on Transport Assessment' (DCLG / DfT) provides indicative thresholds outlining when a Travel Plan will be required, although developers are advised to seek clarification from the Council's Development Control Engineer. If a Travel Plan is required, it should be produced in conjunction with any Transport Assessment or Transport Statement that is to be produced and in accordance with current local and national guidance on Travel Plans, including 'Using the planning process to secure travel plans – Best practice guidance for local authorities, developers and occupiers' (ODPM/DfT), 'Making residential travel plans work: guidelines for new development' (DfT) and any

successor documents. These documents can be obtained from the Sustainable Travel Section of the Department for Transport's web-site (<http://www.dft.gov.uk/pgr/sustainable/travelplans/>). Planning Policy Guidance 13: Transport can be obtained from <http://www.communities.gov.uk/>.

When drawing up proposals for the redevelopment of the site, developers will need to review the site's existing access arrangements and develop proposals, in conjunction with the Council's Development Control Engineer, which ensure that the site will benefit from suitable access, parking and servicing arrangements and that sustainable modes of travel are encouraged. Measures that may be required include the provision of new or improved pedestrian and cycle facilities in the vicinity of the site and improved bus stop facilities. Guidance on a range of transport issues is contained within the 'Transport and Highways in Residential Areas' and 'Sustainable Transport' Supplementary Planning Documents which are available from the Council's website.

## 9.0 Community Engagement

Developers are strongly encouraged to undertake a pre application engagement exercise with the local community. This can sometimes help identify local issues and possible solutions before a scheme is finalised and a planning application submitted. Forms and Guidance on how to go about this are available from Hygarth House or from the Council website at the following web address:

<http://www.stockport.gov.uk/content/environment/planningbuildingpolicy/developmentcontrol1/planinginfo/beforeapplication/?a=5441>

## 10.0 CONTACTS

### 10.1 Stockport Metropolitan Borough Council

#### Regeneration Section

Brian Nash	District and Local Centres Manager	0161 474 4519
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#### Development Control

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Alex Bond	Development Control Engineer	0161 474 4905
Pippa Brown	Urban Design Officer	0161 474 3531

#### Planning Policy

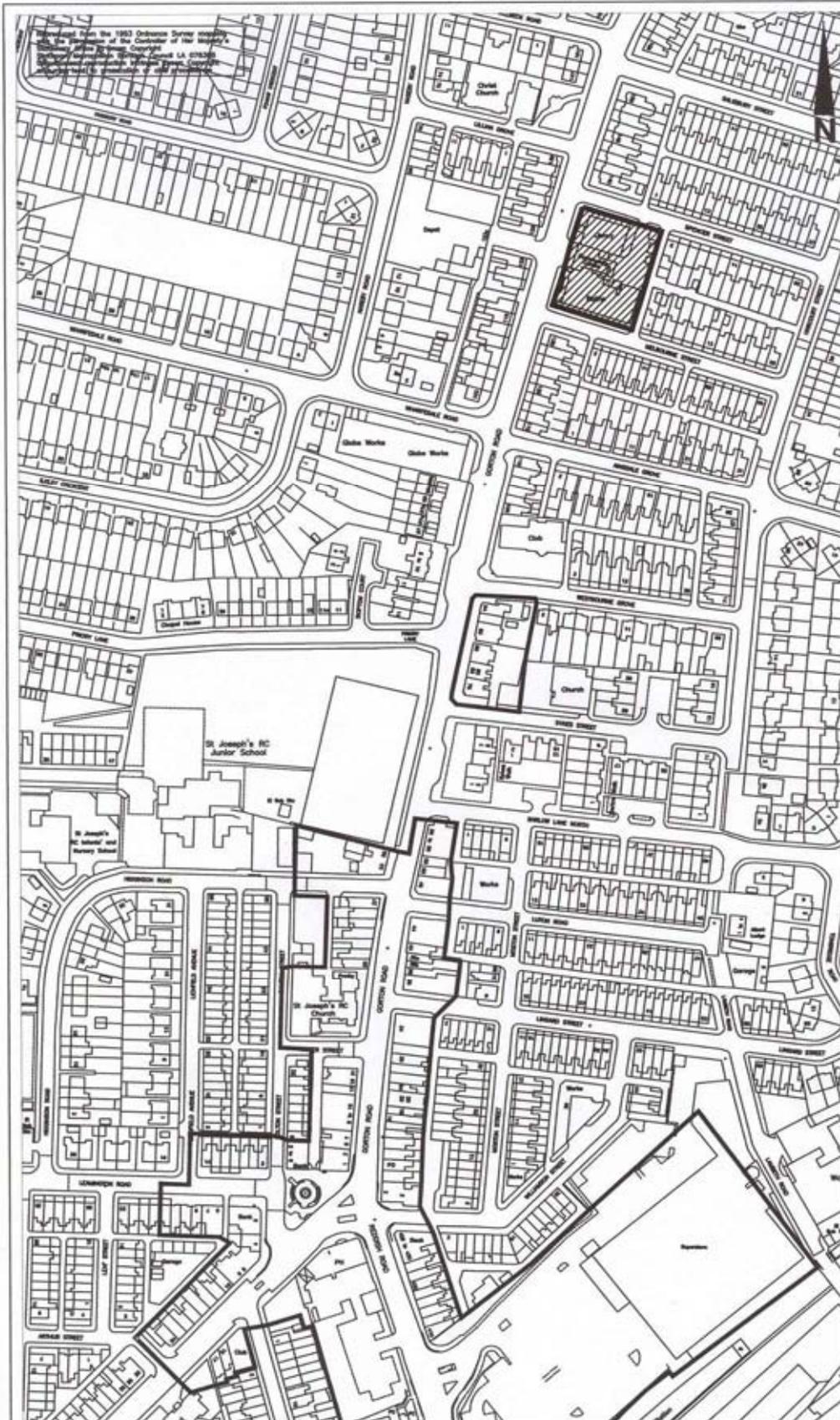
Dave Bryant	Planning Manager	0161 474 3526
Bruce Child	Policy Officer (Open Space)	0161 474 3564
Chris O'Brien	Policy Officer (Housing)	0161 474 3534

#### Heritage Services-Curatorial and Design Team

Frank Galvin	Section Head	0161 218 1342
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## **10.2 Utility Services**

It is assumed that main services are readily available and that details can be obtained from the appropriate statutory provider. It is the responsibility however of the developer to satisfy themselves in this regard.



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Development Site



Reddish District Centre

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METROPOLITAN BOROUGH COUNCIL

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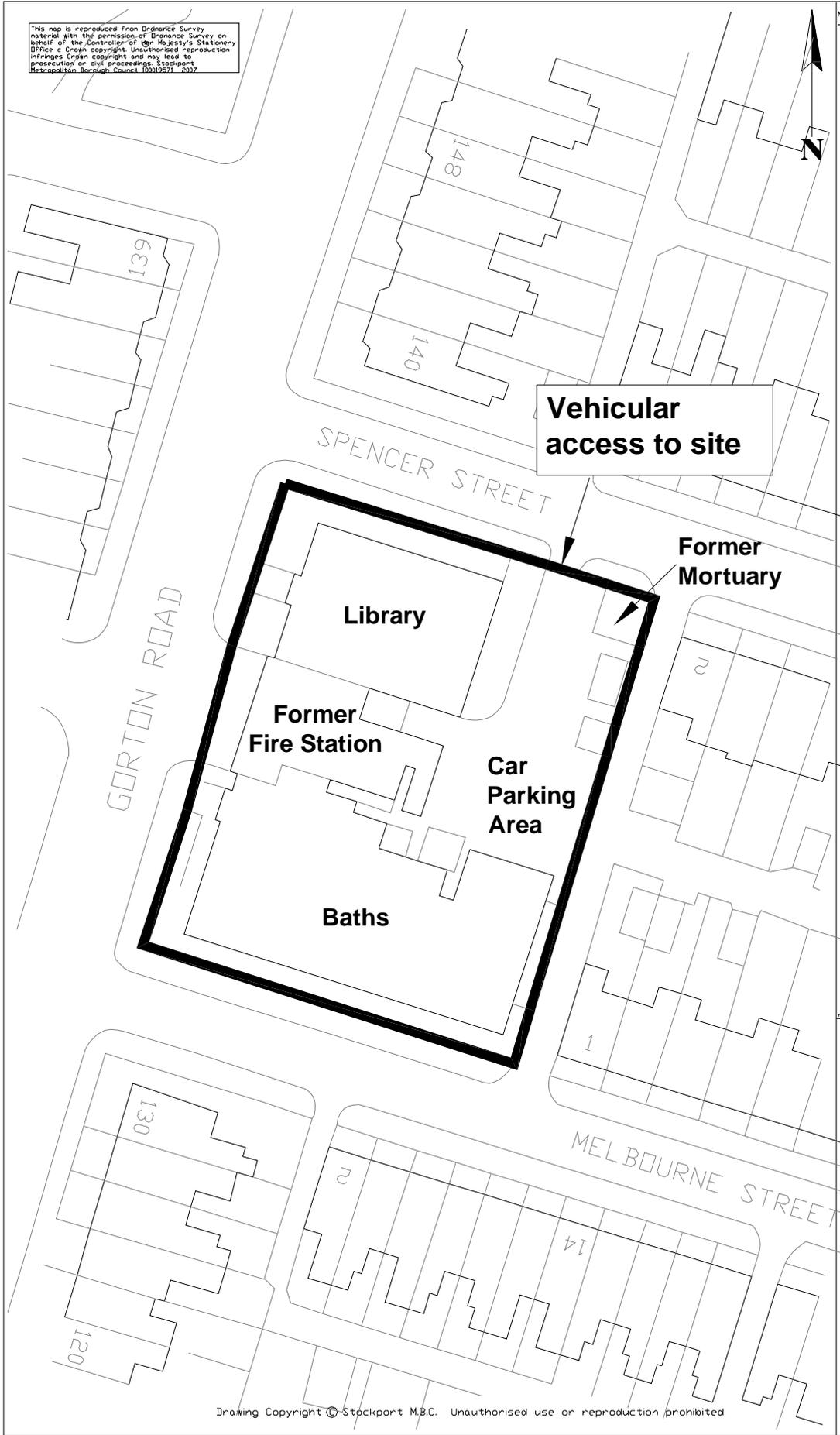
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Project 132-138 Gorton Road, Reddish <b>DRAFT Planning Brief</b>			
Title Site Layout			
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