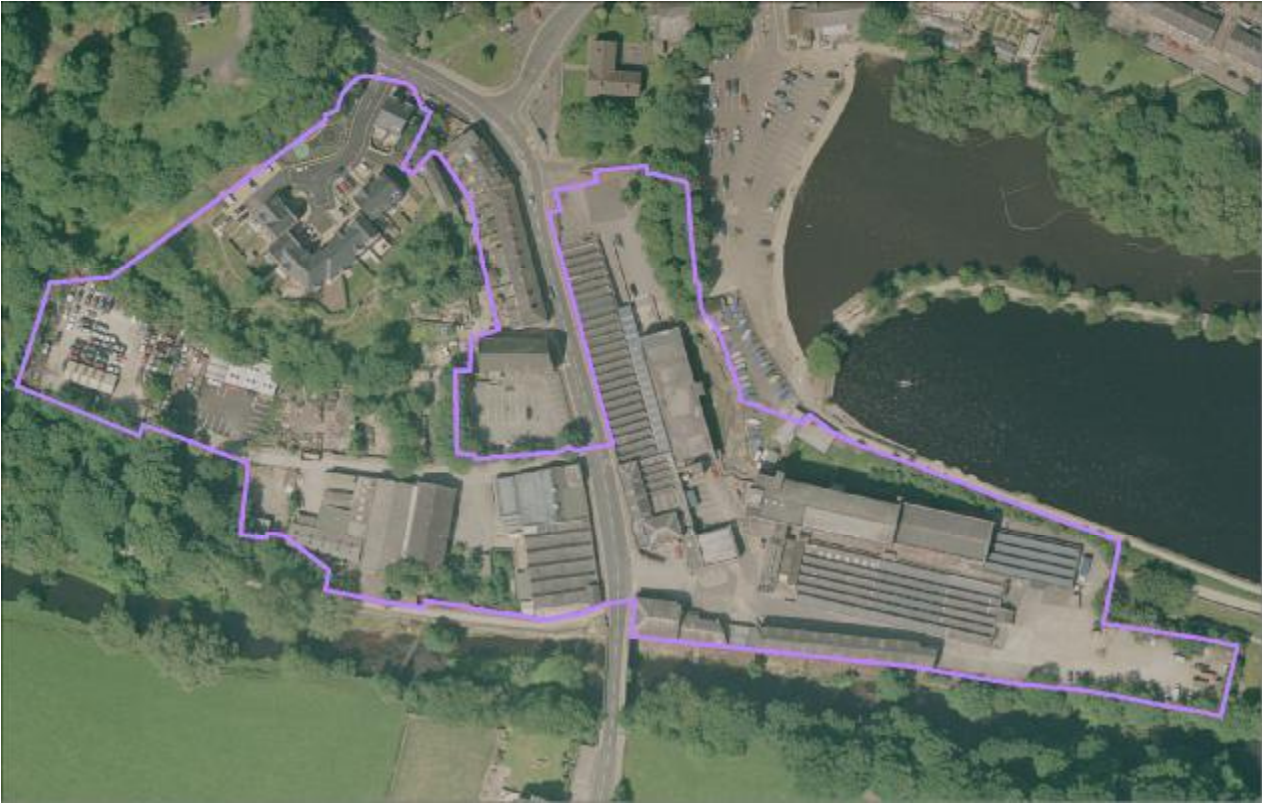


# Compstall Mills Planning Brief

Ask Property Developments Ltd.

Stockport Metropolitan Borough Council

May 2008



## Introduction

### A Framework for Regeneration

In June 2003 Ask Property Developments Ltd (Ask) acquired Compstall Mills. Through the Stockport Unitary Development Plan (UDP) Ask agreed with Stockport Metropolitan Borough Council (SMBC) to prepare a Planning Brief for the area within which the Compstall Mills Estate sits, collectively known as the "Factories at Compstall Village Major Existing Developed Site in the Greenbelt" (MEDS). This would provide the framework for applications for Planning Permission and Conservation Area Consent within the MEDS area.

This Brief describes and illustrates the vision for the regeneration of the MEDS, with a particular emphasis on the Compstall Mill Estate itself which is in the ownership of Ask and presents an immediate regeneration opportunity for the Borough.

The Brief defines the package of proposals for the Compstall Mills Estate, and also sets the parameters for the scale, form and content of development across the MEDS area.

### Objectives to be achieved in the redevelopment of the MEDS

Any proposals for complete or partial redevelopment should demonstrate how they will assist in securing environmental improvement and maintaining the site's significant employment value (especially in the provision of small units). Proposals should be in line with, contribute towards the achievement of and/or not hinder the achievement of the following objectives, and should be discussed and agreed with Stockport Metropolitan Borough Council in advance of any more detailed proposals being progressed and submitted for planning permission:

- i. No net harm, and if possible a net improvement, to the openness of the Green Belt throughout the MEDS;
- ii. No harm to, and if possible enhancement of, the character of the Compstall Conservation Area, the landscape of the Etherow Parklands Landscape Character Area, the setting of the River Etherow, the amenity of the Etherow Country Park or the quality of the Etherow Country Park & Roach Wood and Ernocroft Wood Sites of Biological Importance;
- iii. To provide a mix of housing, both market and affordable, particularly in terms of tenure and price, to support a variety of households.
- iv. Achievement of 35% affordable housing across the MEDS as a whole;
- v. Maintain the MEDS' role in providing employment opportunities, particularly for small-scale, start-up and grow-on businesses;
- vi. Achievement of an exemplar sustainable development in which attainment of a high level under the Code for Sustainable Homes for residential development and a high standard under the BREEAM scheme for non-residential development is considered the norm;
- vii. The provision, if viable, of a shop to meet the local and/or convenience needs of a potentially growing residential population;
- viii. Improvement to the access to the western part of the MEDS from Andrew Street, including improving access to the Andrew Street car-park;
- ix. Improvement to the public realm along Andrew Street, especially around the Compstall Athenaeum (including maintenance of the Andrew Street car-park's "Park Mark" standard);
- x. Creation of a new/improved pedestrian and cycle route linking through the MEDS to Brabyns Park and Etherow Country Park, possibly including the construction of a new bridge across the river adjacent to the existing (listed) Compstall Bridge;

A large area within the western part of the MEDS is woodland protected by legal covenant relating to the development of Redbrow Hollow at the north-western edge of the site. The covenant places substantial constraints upon the potential for improvements to be made to the woodland. However, if viable, any development within the MEDS, especially adjacent to or conspicuous from the woodland, should seek to enhance its biodiversity value and public access. In addition, any proposal which seeks to extend the woodland across the western part of the MEDS, linking to the woodland to the south of MEDS and along the river Etherow would be welcomed.

## DESIRED USES

- § **A1 Shops:** Up to a maximum of 250 sq.m gross floorspace, in line with UDP Review policy PSD2.6  
“Local Shops”
- § **B1 Business**
- § **C3 Dwelling houses:** Where affordable

## OTHER ACCEPTABLE USES

- § **A3 Restaurants and Cafés, A4 Drinking Establishments and A5 Hot food takeaways:** Where ancillary to an acceptable use or associated to the adjacent Etherow Country Park or providing a facility to Compstall Village
- § **C1 Hotels and Hostels:** Where ancillary to an acceptable use or associated to the adjacent Etherow Country Park or providing a facility to Compstall Village
- § **C3 Dwelling Houses:** General (non-affordable) provision
- § **D1 Non-residential Institutions:** Where ancillary to an acceptable use or associated to the adjacent Etherow Country Park or providing a facility to Compstall Village
- § **D2 Assembly and Leisure:** Where ancillary to an acceptable use or associated to the adjacent Etherow Country Park or providing a facility to Compstall Village
- § **Sui Generis:** Where ancillary to an acceptable use or associated to the adjacent Etherow Country Park or providing a facility to Compstall Village

## NON-ACCEPTABLE USES

- § **A2 Financial and Professional Services**
- § **B2 General Industrial**
- § **B3-B7 Special Industrial Groups**
- § **B8 Storage or Distribution**
- § **C2 Residential Institutions and C2A Secure Residential Institutions**

## A Joint Approach

Since 2003 when Ask purchased the Compstall Mills estate, Ask and its team of consultants have worked with officers of the Council to obtain a detailed understanding of the site, its opportunities and constraints. The initial chapters of this Brief provide an overview of the robust analysis which has been undertaken and identify a number of development principles to guide the preparation of detailed proposals for the site.

In 2003 and 2004, baseline studies were undertaken on a wide range of issues that will determine the form and content of the regeneration of Compstall Mill. Alongside this, the policy context for the site was established through the adoption of the Stockport Unitary Development Plan (UDP) in May 2006.

Appendix 10 of the UDP provides a detailed statement on the future regeneration of the site and in particular, includes the following objectives:

*“The Planning Brief of the Compstall site will bring together a special combination of regeneration, recreation, conservation and environmental issues and opportunities. The regeneration of the site is of high priority and one of the special circumstances to be taken into account in consideration of the future development of the site. It is the regeneration, conservation and sustainable development benefits of proposals brought forward in the planning brief and future applications for planning permission which should be the determining factors of the redevelopment of the site, and will carry considerable weight when assessing proposals against other policies of the plan, in particular those relating to the sequential approach and phasing of new housing, provided the scheme is of special quality.”...*

*“..this is a special site located within the centre of a village, adjacent to a country park and in close proximity to the urban area, yet also within the Green Belt. It is in need of a comprehensive mixed use approach to its regeneration.*

*The Planning Brief will provide a framework for investing in the site to achieve a high quality mixed use development which takes full account of the historic, economic, recreational and environmental potential of the site.”*



### **Purpose of the Brief**

- To provide guidance on appropriate uses for the Compstall Mills Estate and wider MEDS area, taking into account the need to achieve a sustainable form of development, which also brings about the regeneration, conservation and recreation benefits that the UDP has identified.
- To secure the future of the historically significant elements of the Mills estate.
- To provide guidance on the scale, siting, and design of new buildings taking into account the setting of the Mills complex, the conservation area within which it sits, and the landscape character of the area.
- To comply with the requirements of the Stockport UDP, in particular policy GBA1.7 and Appendix 10.
- To bring these matters to the attention of the public.

*“This is a special site located within the centre of a village, adjacent to a country park and in close proximity to the urban area, yet also within the Green Belt. It is in need of a comprehensive mixed use approach to its regeneration. The Planning Brief will provide a framework for investing in the site to achieve a high quality, mixed use development which takes full account of the historic, economic, recreational and environmental potential of the site.” [Stockport UDP, Appendix 10]*

### **The Project Team**

The formulation of the Brief has been undertaken jointly by Stockport MBC, Ask Property Developments Ltd and their advisors.

- Local Planning Authority – Stockport Metropolitan Borough Council
- Architect and Lead Designer – Feilden Clegg Bradley Studios
- Project Manager and Lead Consultant – Fraser Blair Associates
- Planning Consultant – Drivers Jonas
- Cost Consultant – Walker Sime Ltd

- Structural / Civil Engineers – Faber Maunsell
- Sustainability / M&E Services Engineers – Faber Maunsell
- Landscape Designer – Planit
- Conservation Architect / Consultant – Heritage Architecture
- CDM Coordinator – CCM Ltd
- Fire Engineering – Arup
- Ecological Consultants – Penny Anderson Associates
- Acoustic Engineer – Sol Acoustics
- Site Access – Compstall Mills Estates

### **Background Studies**

A range of studies and surveys have been undertaken on the Compstall Mills estate since its purchase by Ask. These include the following:

- Conservation and Historic Contextual Appraisal prepared by Heritage Architecture
- Ecological Report prepared by Penny Anderson Associates Ltd
- Archaeological Desk-Based Assessment prepared by The University of Manchester
- Transport Assessment prepared by JMP Consulting
- Structural Survey prepared by Faber Maunsell
- Baseline Landscape and Visual Assessment prepared by Lovejoy
- Preliminary Ground Contamination Assessment prepared by Faber Maunsell
- Flood Risk Assessment prepared by Faber Maunsell
- Topographical surveys of the estate
- Detailed plans, sections and elevations of the Gatehouse, Mechanics Shop, Roadside Shed, Victoria and Albert Mills, Weaving Shed, Scotland Mill, and River Etherow Culvert
- Sub-surface survey of remaining culverts from Mill wheelraces

In addition, a full 3D terrain mesh has been commissioned for a 2 sq km area surrounding the estate. This baseline model information will provide a vital tool to 'test' developing designs within the MEDS area, including both short and longer-range directions and key vistas.

## Planning Deliverables

### A Masterplan for the Site

A Site Masterplan will be an essential part of any Redevelopment Project for any part of the MEDS area.

The Masterplan for the whole MEDS area will have the following aims:

- To establish a framework of linkages between the site and other areas (perhaps including new links).
- To demonstrate understanding of the historical significance of the existing site and buildings and to explore its potential as part of an interpretation strategy
- To demonstrate proposed access, movement and car parking across the site
- To clarify future relationships and agreements with regard to adjacent landowners and activities including:
  - public car parking
  - boat club provision
  - 'Noah's Ark'
  - the reservoir edge
  - the Country Park visitors centre
  - Gigg Brook
  - Athenaeum Building (to West of Andrew Street immediately north of the car park)
  - Trees and woodland areas in and adjacent to the MEDS area

### Planning, Listed Building and Conservation Area Applications

Any application for planning permission should:

- Be a full planning application; and
- Be subject to early consultation with statutory bodies, including Stockport MBC, English Heritage, Natural England, Environment Agency, North West Design Review Panel, United Utilities and Greater Manchester Police;
- Be subject to a programme of community involvement, agreed in advance with the Local Planning Authority (LPA). Pre-application consultation will be required prior to the submission of any planning application;
- Be accompanied by an Environmental Impact Assessment, appropriately scoped with the LPA to cover issues such as but not limited to ground conditions/contamination; noise and vibration; air quality; flood risk; ecology; transport; landscape and visual impact; and heritage impact, including archaeology.
- Pay due regard to both national and local validation checklists now in force.

Any application should also be accompanied by:

- Planning Policy Statement – providing a robust justification for any proposal which represents a departure from the Adopted Unitary Development Plan. Any proposal for housing would need to demonstrate that it provides very strong positive regeneration benefits in accordance with the Council's phasing policy on housing HP1.2.
- Design and Access Statement – providing a detailed justification for any works proposed, demonstrating that it is an appropriate response to the site's context and historic setting which will achieve a high quality level of design.

- Landscaping scheme – outlining the measures to be taken to retain and where possible enhance the overall landscape character and setting of the site.
- Arboricultural Study – an assessment of all the trees contained within the site, their current and potential future amenity value, desirability for retention and suitability and protection of each tree within the context of the proposed development. Where work is required to be carried out on a tree within the Conservation Area an application is required to Stockport Council notifying the Arboriculture team of the intention to carry out the proposed tree works.
- Specialist reports – e.g. structural reports to support proposals for demolition.
- Travel Plan – a site-wide travel plan should be prepared and submitted with any application. The plan, which should be produced in conjunction with a Transport Assessment, should include measures and initiatives designed to encourage the use of sustainable forms of transport and ensure that the site can be accessed in a sustainable way. It shall outline measures that will be implemented and transport improvements that will be carried out so as to achieve these aims and include details on the plan's aim, objectives and targets and proposed management and review arrangements. The travel plan should be produced 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/>).
- Transport Assessment – A Transport Assessment will need to be submitted in support any planning application relating to the redevelopment of the site. This should be produced in accordance with national guidance on the production of transport assessment 'Guidance on Transport Assessment' (DCLG/DfT), which is available from the Department for Transport's web-site (<http://www.dft.gov.uk/pgr/regional/transportassessments/>). Further information on transport assessment is contained within the SMBC's Supplementary Planning Document 'Sustainable Transport', which is available from the Council's website.
- Road Safety Audit – If the redevelopment scheme involves the construction of new highways or amendments to existing highways the planning application will need to be accompanied by a Stage 1 Road Safety Audit, based on the Highway Agency's 'Design Manual for Roads and Bridges' and having regard to the Institute of Highways and Transportation reference document 'Guidelines for the Safety Audit of Highways'. Further information on Safety Audits is contained within the 'Transport and Highways in Residential Areas' and 'Sustainable Transport' Supplementary Planning Documents. If the internal access roads are designed in accordance with 'Manual for Streets' principles, the Road Safety Audit should form part of a Quality Audit. Guidance on Quality Audits is contained within 'Manual for Streets' (DCLG/DfT). Manual for Streets is available at the following website: [www.dft.gov.uk/pgr/sustainable/manforstreets](http://www.dft.gov.uk/pgr/sustainable/manforstreets), and the Design Manual for Roads and Bridges is available at [www.standardsforhighways.co.uk/dmrb/index.htm](http://www.standardsforhighways.co.uk/dmrb/index.htm).
- Statement of Community Involvement – detailing a thorough exercise carried out by the developer prior to the application being submitted of the development proposal, including adjacent land owners, local authorities, ecological and amenity groups.
- Sustainability Appraisal – detailing the proposal's achievements against Stockport Council's sustainability checklist evaluation.
- Financial/Development Appraisal - if a lesser affordable housing provision/contribution than required by UDP policy is to be provided.
- Draft heads of terms for any Section 106 Agreement.
- Crime Impact Statement.

Applications for listed building and conservation area consent should:

- Be full applications;

- Be subject to early consultation with key parties such as Stockport MBC and English Heritage.

Applications for listed building and conservation area consent should also be accompanied by:

- Comprehensive historic building surveys.
- Photographic surveys.
- PPG15 Assessment.

## Site and Context

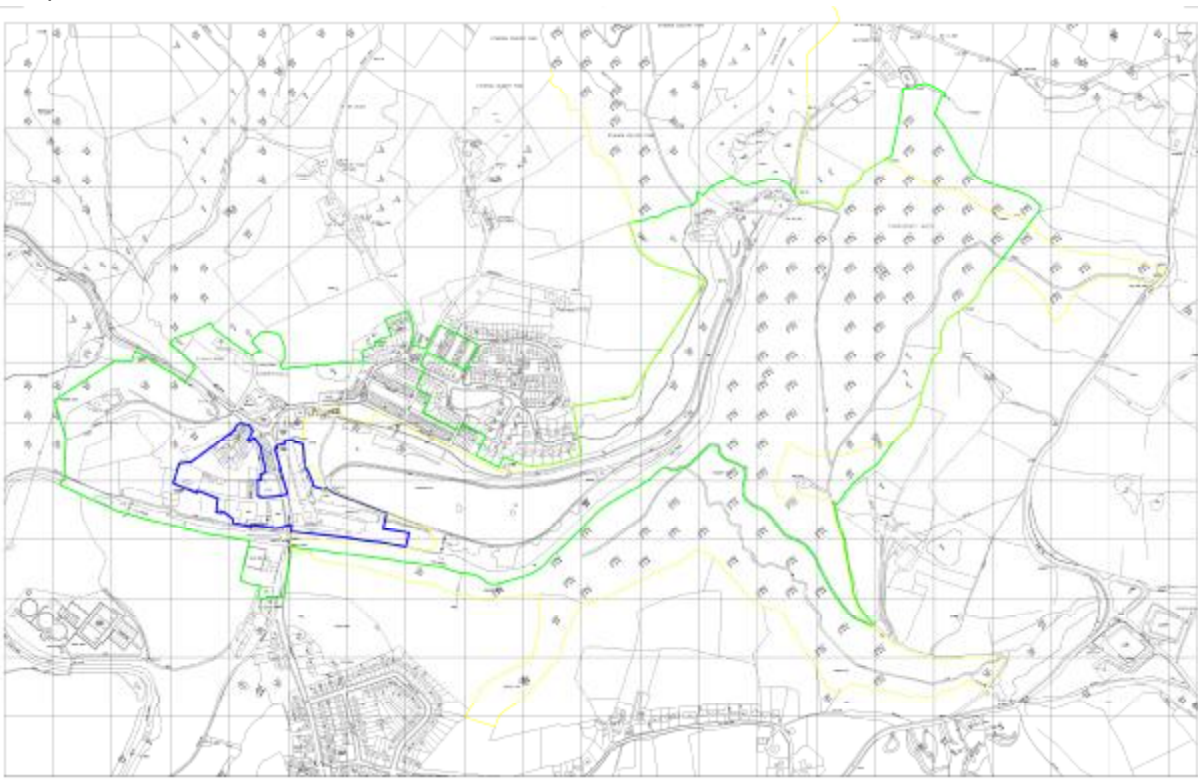
### Location

The MEDS area comprises the core of Compstall village, centred around the Compstall Mills estate, and is located approximately 1.4 kilometres to the north of Marple Bridge, 2.7 kilometres to the east of Romiley and approximately 8 kilometres to the east of Stockport Town Centre.

Access to the MEDS is from the B6104, Andrew Street which runs through the centre of the village of Compstall. The B6104 is also the main bus route serving the village which provides regular services to the local residential areas of Romiley, Cherry Tree, Marple and Offerton and beyond to Hawk Green, Ashton-under-Lyne, Hyde and Stalybridge.

The nearest train station is located at Marple, approximately 1.7 kilometres from the MEDS area. In addition to this there are also stations at Rose Hill, Marple and Romiley. Regular train services operate from these stations to Manchester Piccadilly and Sheffield.

### Compstall Mills Location Plan



- Blue** – MEDS Area Boundary
- Green** – Conservation Area Boundary
- Yellow** – Etherow Country Park Boundary

### **Etherow Country Park**

Etherow Country Park is a popular tourist attraction and local amenity within the ownership of Stockport Metropolitan Borough Council, attracting over a quarter of a million visitors each year. It is located to the north of the Compstall Mills estate, outside of the MEDS area, and is an important resource for both the village and hence MEDS area, and also wider community and tourist population.

The park is host to many activities and events, which include:

- Angling
- Sailing
- Model boat clubs



including by way of access and servicing arrangements and the general ability of infrastructure of the Compstall area to cope with any additional demands on its resources.

The second MEDS portion comprises the Compstall Mills estate, which is located on the eastern side of Andrew Street, within the southern half of Compstall village. It is bounded by George Street to the north, Etherow Country Park to the east, the River Etherow to the south and Andrew Street to the west.

Whilst the MEDS area does not contain the Etherow Country Park, the Park presents a significant opportunity for recreational and leisure improvements, intrinsically linked to any future development of the MEDS area. As such, it has been agreed that the part of the Park containing the visitor facilities i.e. the car park, access to Andrew Street, visitors centre, sailing club and educational open space, should be included within this Brief to guide opportunities for its enhancement.

### **Etherow Country Park Visitor Centre and Car Park**

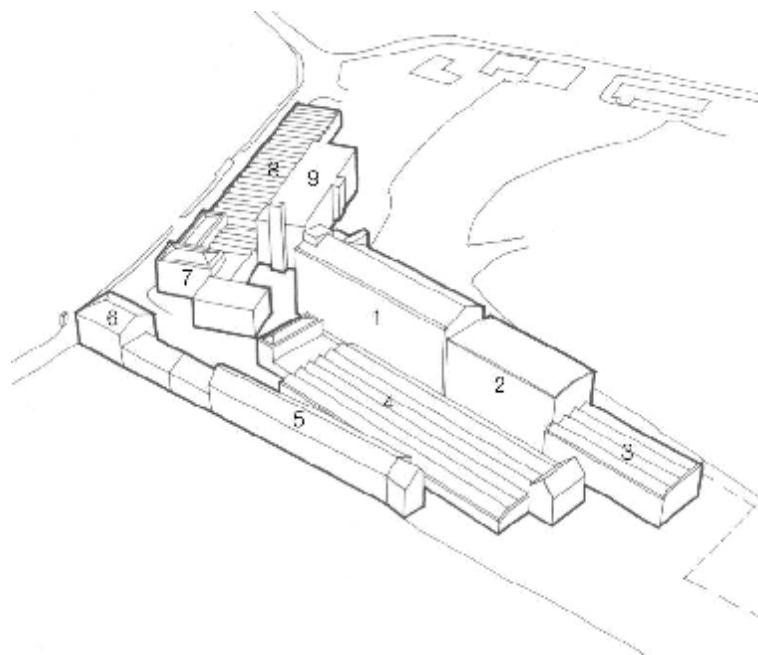
The area of the Country Park included within this Brief extends to approximately 0.77 hectares. It consists of a visitors centre for the Country Park, public toilets, recycling facilities, a public “pay and display” car park, the Etherow Country park Sailing Club clubhouse and boat yard, a vacant social club and a block of elderly persons accommodation (Bernard Walker Court), all of which fall within the ownership of Stockport Metropolitan Borough Council, with the exception of the social club which is in private ownership.

To the south eastern side of the Compstall Mills estate, between the reservoir and the river, lies an area of land which was formerly the location of the gas works for Compstall Mills, and which is currently used casually by educational group visits.

### **Compstall Mills**

Compstall Mills extends to an area of approximately 1.5 hectares and was acquired by Ask in June 2003. It contains an L-shaped group of mill buildings dating from the early 1820s and associated car parking and hard standing areas. The buildings contain a variety of commercial uses including storage, workshops and offices as well as a small number of shops including a factory outlet, florist, picture framers, a snack bar and a gym.

The estate buildings offer a total net floor space of approximately 9,560 sq m. The buildings are in varying states of repair and comprise the following:



### **(1) Victoria Mill**

Victoria Mill is a five storey load bearing brick masonry structure with cast iron columns and beams supporting the floors internally. The floor construction of the lower three floors are of a fire proof construction comprising brick arches with stone flag finish. Floor to floor heights vary between 3.3 and 3.4 metres. Three bays of the brick arch floor construction in the western end of the building have been removed and replaced with timber floor structures.

The roof is clad with slate on battens and supported by a timber truss structure. Strengthening measures have been undertaken to the roof which shows signs of significant settlement. The roof structure has suffered decay due to water ingress. There are external remains of the sprinkler tower on the western end of the roof structure.

The external walls are brick and vary in thickness from 330mm at eaves level to 670mm at ground level. The walls are in reasonable condition though moisture penetration has caused damage at eaves level.

### **(2) Albert Mill**

Albert Mill was a four storey load bearing brick masonry structure with cast iron columns and beams supporting the floors internally. However the upper storey has been demolished and only a three storey building remains.

The existing roof comprises a 1970s low pitch timber framed roof structure clad in corrugated asbestos cement sheeting. The roof timbers are suffering from decay due to water penetration.

The external walls vary in thickness from 440mm at eaves level to 560mm at ground level. Floor to floor heights are 4.2 metres ground-to-first and 3.9 metres first-to-second. The external walls are in reasonable condition although there is evidence of severe damp penetration which requires further investigation. There is no evidence of foundation movement.

### **(3) Albert Shed**

Albert Shed is a single storey 'north lit' weaving shed with load bearing masonry external walls and internal cast iron columns. The roof comprises ornate cast iron trusses spanning between gutter beams. The roof is clad in profiled steel sheeting and appears to be in good condition.

The external walls appear to be in good condition with the exception of the north wall which, due to site levels, is acting as a retaining wall.

### **(4) Large Weaving Shed**

The large weaving shed is a single storey building with load bearing masonry walls and cast iron columns supporting the roof structure. The roof comprises a typical 'north lit' roof structure with slate and glass cladding supported by wrought iron beams which span between the cast iron columns. The original roof finishes are in poor condition resulting in water penetration and corrosion and decay of the roof structure. The external walls are in good condition, although there are areas of considerable moisture penetration and spalling of the masonry surface. There is no evidence of foundation movement.

### **(5) Mechanics Shed Buildings**

The Mechanics Shed buildings comprise a mixture of single and two-storey load bearing masonry structures with original basements, the majority of which have been in-filled. The roofs comprise slates on battens, rafters and purlins supported by trusses spanning between the north and south external walls. First floor structures are timber boards on beams spanning between the external walls, and the ground floors either original brick arch or concrete laid on the basement in-fill.

The building is generally in poor condition with evidence of lateral movement of the masonry structures particularly at roof level where strengthening works have been carried out to the roof trusses. There is also possible movement at ground floor and basement level and considerable repair and rebuilding work would be required in order to retain the building in a serviceable condition.

## **(6) Office (Lodge/Gatehouse)**

The office is a two storey building with a basement and an original (now in-filled) lower basement, comprising load bearing masonry external and internal walls with timber board and joist floors. The roof comprises slates on battens on rafters with timber purlins. The basement walls to the north and west elevations act as retaining walls, with a section of the bridge pier incorporated into the south-west corner foundation. The basement windows on the south elevation adjacent to the river have been bricked up.

The building shows signs of historic movement and is in poor condition with signs of decay to the timber roof structure. Considerable repair and rebuilding work would be required in order to retain the building in a serviceable condition.

## **(7) Engine House Complex**

The Engine House Complex appears in reasonably sound condition and retention should be possible with basic restoration work, subject to confirmation of the adequacy of the first floor structure and integrity of the tunnels and basements below.

## **(8) Roadside Shed**

The Roadside Shed is predominantly a single storey structure with load bearing masonry external walls and internal cast iron columns supporting a 'north lit' roof. The west elevation acts as a retaining wall to Andrew Street (1.5 metres height retained at the south end up to 3.2 metres at the north), the north wall acts as a retaining wall to the car park and the east wall retains the access ramp. The roof comprises of a typical 'north lit' roof structure with slate and glass cladding supported by wrought iron beams which span between the cast iron columns. The original roof finishes are in poor condition resulting in water penetration and corrosion and decay of the roof structure. The external walls are in good condition although there are areas of considerable moisture penetration.



Victoria Mill



Office and the Mechanics Shop from river



Offices and Mechanics Shop from entrance



Victoria and Albert Mill from the reservoir



Engine House and Warehouse from Roadside Shed



Scotland Mill



Engine House and Warehouse from entrance



Large Weaving Shed from Entrance



Large Weaving Shed

## (9) Scotland Mill

Scotland Mill was originally a four storey load bearing masonry structure with brick arched floors supported by inverted 'T' section beams spanning laterally across the building between two central cast iron columns and the external walls. The external walls vary in thickness from 560mm at eaves level to 670mm at ground level. Floor to floor heights are 3.6 metres ground-to-first and 3.3 metres first-to-second and second-to-third.

The top floor of the building has been demolished and the original roof lost. The existing roof comprises a flat asphalt covering to the original upper brick arched floor structure. The northern-most bay of the building has been re-roofed with a profiled steel deck; this was required following the collapse of the brick arch floor structure to this end of the building in 1999 following the failure of the brick arch ties.

The external walls are in poor condition due to water penetration and the stability of the structure requires full investigation. There is no evidence of foundation movement.

### The Dam

The Mills estate is a highly artificial landscape created to supply power to the mill complex. The reservoir, weir, leat and dam were all created in the 1820s as part of the early development of the mill.

The reservoir dam is an earthwork structure built of clay that has suffered some minor historical leakage. Since its construction, areas of the reservoir to the west have been infilled, changing the original profile of the dam.

Any alteration to the dam structure could impair its water retaining capacity and the construction of new structures or foundations adjacent to the dam could have a significant effect upon its structural performance.

## **Ground Conditions**

The site has been used for the manufacture of textiles for more than 150 years and there is the potential for ground contamination arising from the use and storage of the different chemical processes involved. The eastern end of the site was used for the production of coal gas and there are principal contaminants that are associated with this use, including ammonia liquors, coal tar, spent oxide and lime, and metals and coal dust.

The area of the reservoir at the north western end of the lake has been infilled and now forms the car park for the Country Park. The infilling is understood to be brick rubble from the demolition of buildings on the site.

A large above-ground fuel storage area was located in the shallow bunded area to the south of Scotland Mill. Most of the area has a concrete surface reducing the risk from contamination, although there remains a potential residual risk from spillages and leaks in terms of human health and groundwater quality.

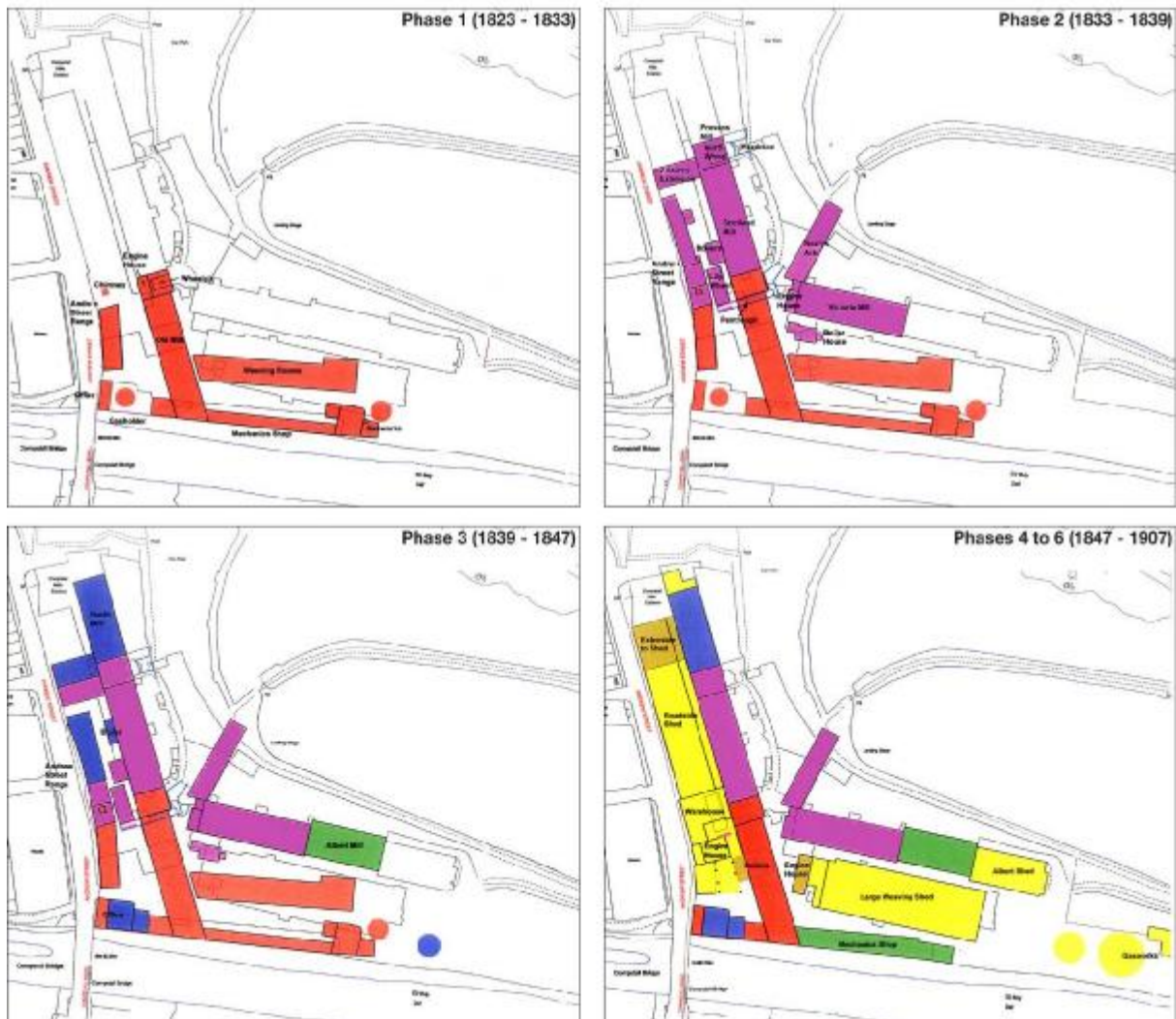
## Historic Evolution of Compstall Village & the Mills

Compstall developed on the site of an early river crossing point and records dating from the early C17th mention a bridge at this location.

The Andrew family established a calico printing works opposite the (future) mill site in 1804, the supply of running water and open space making it an ideal site for this industry.

Following the death of Thomas Andrew, a major reorganisation of the Compstall business was undertaken. His son George Andrew constructed a cotton mill and in 1823-4 transformed Compstall into a centre of cotton spinning and powerloom weaving. A reservoir was also constructed to provide power for the mill with steam power to supplement in dry weather.

The historic development of the Mills can be tracked as follows



### Phase 1 (1823 - 1833): Red

The original mill was an L shaped complex of buildings, the most substantial element being the Old Mill which comprised two brick built factories each of five storeys with an attic. At the north end of the mill was a four storey structure which housed the waterwheel and steam engine house. Fragments of the Old Mill still exist, however none of the Andrew Street buildings or the river frontage exist today.

### Phase 2 (1833 - 1839): Purple

During this period the mill was greatly enlarged with the construction of the Scotland Mill and Victoria Mill. The Lily wheel was constructed during this period along with the north wheel which was housed in Provans Mill. Weaving sheds at Noahs Ark and to the west of Scotland Mill were also constructed during this period.

### **Phase 3 (1839 - 1847): Blue**

North Mill was built to the north of Scotland Mill. The Mill Office was enlarged and remains as it is today.

### **Phase 4 (1847 - 1872): Green**

Albert Mill was constructed and the narrow range along the riverside containing the Mechanics Shop was rebuilt and increased in depth.

### **Phase 5 (1872 - 1896): Yellow**

This phase of construction involved the construction of many of the weaving sheds which still exist today.

### **Phase 6 (1896 -1907): Dark Yellow**

The Roadside Shed was extended northwards and an Engine House was constructed at the western end of the Large Weaving Shed.

## **The Mill and the Development of the Surrounding Context**

The village of Compstall developed in order to provide workers housing for the Andrews' businesses. The earliest houses built on the southern side of the bridge were erected in 1806, two years after the print works commenced operations. From 1823 a larger workforce was required to construct the reservoir and mill and between 1824 and 1830 the Andrew family began construction of what was to become the heart of the village, built around the market place area and along Market Street (later Andrew Street). At this time the Wesleyan chapel was built.

As further mills were constructed, terraces of houses were erected northwards along George Street and to the north of the reservoir and by 1839 the village had nearly reached its full extent.

## **Significance of the Mills Estate**

The estate lies within the Compstall Conservation Area.

The mill buildings are not listed, however are identified within the Conservation Area Character Appraisal as key historic buildings within the village (para 3.6.3). Compstall Bridge which adjoins the Mill's Lodge/Gatehouse building is Grade II listed.

In general, the majority of surviving structures within the estate make a significant positive contribution to the character of Compstall's Conservation Area. However the scale of the mill buildings has been diminished and many of the vertical elements which characterised the industrial landscape including chimneys, flues and the sprinkler tower on top of Victoria Mill have been lost.

The condition of Victoria Mill and its place in the early history of the mill make this the largest built element of very high significance. Other buildings which are identified as being of high significance are the Scotland Mill and Victoria Mill engine houses and the Warehouse, below which are the remains of the Lily Wheel pit.

The group value of the estate is high and is the key element within the group of sites containing Compstall village, the reservoir and canal, Compstall Printworks and the surrounding colliery sites.

The self sufficiency of the site is significant, if not unique among mill sites in the region. Combined weaving and spinning mills were becoming common though few had their own finishing works. Few also built a community to support the industry the size of Compstall, or dug their own coal. Compstall is unique in having its own private canal off the main canal network.

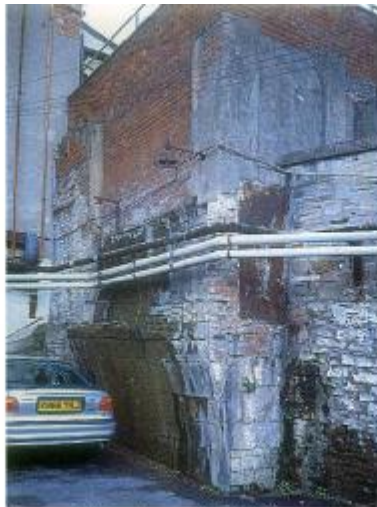
The remains of the water power system including the relationship of the edge of the reservoir and the relationship with the mill buildings is of extremely high significance, as water was the primary source of power for the mill throughout its history.

Although the survival rate for remains of wheelpits on textile mill sites is high, the Lily Wheel is of particular rarity due to its size and alignment, while the North Wheel retains its sluice and the Old Mill Wheel retains evidence of its headrace both of which add to their value.

## Power Systems



The stepped weir at the head of the river



Remains of the headrace to the Old Mill waterwheel



Part of the below ground culvert system which connected to the Lily Wheel



The reservoir setting constructed by the Andrews family to supply power for the Mill, with Emcroft Wood in the background

The location of the mill and printworks was based upon a need for running water and sources of power. At Compstall the Andrews fully exploited these natural resources and changed the shape of the rural landscape to maximise the potential of the site.

Water supply to the mill was provided through a series of massive engineering works fed by the Etherow river. A stepped weir 1km upstream was constructed to create a sufficient head of water to feed a leat, which ran 0.5km and then broadened into the reservoir which continued almost up to the edges of the mill buildings. A narrow causeway continuing the line of the leat divides the reservoir in two. The northern part of the reservoir fed by the leat also fed the headraces to the Mill's waterwheels.

Three waterwheels operated within the cotton mill. The earliest 'Old Josh' was located at the north end of the Old Mill. By the late 1830s this had been replaced by two new iron suspension wheels. One at the north end of Scotland Mill known as the North Wheel and the other to the west of Scotland Mill known as the Lily Wheel, whose great size (50 ft diameter) meant that it could not be located within the factory and was positioned parallel to Scotland Mill. At the time of installation it was said to be 'the largest wheel reckoned by its power of any in England'. Remains of the wheelpit for the Lily wheel are still visible below the present buildings where an underground chamber exists. Below the mill buildings also exists a network of culverts and sluices leading from the reservoir which directed the water for powering the mill.

The Lily wheel provided power until 1882 when it was replaced by two turbines, one of which was installed in the former wheelhouse of the Old Mill, the second was installed on the west side of the Old Mill under the 'Pen Trough', which supplied the southern end of the wheelpit for the Lily Wheel.

In addition to water power from the reservoir, local coal supplies from Ludworth Colliery to the south of Compstall and Ernocroft Wood on the east side of the Etherow valley were used to make gas on the mill site. Coal from Ernocroft was brought to the mill along the leat canal by barge. The coal supply also fuelled a brick manufacturing industry which evolved in tandem with the mill.

Evidence shows that steam power was used at Compstall from the outset and plans show that the annex to the Old Mill housed the waterwheel and also contained an engine house. Steam was initially used to supplement water power in dry weather. The 1904 inventory lists two engine houses at the mill, one on the south side of Victoria Mill which now houses the electricity substation and the other located on the south side of Old Mill close to the site entrance. The mill's chimney was located at the south eastern end of the main mill buildings and stood 41m high.

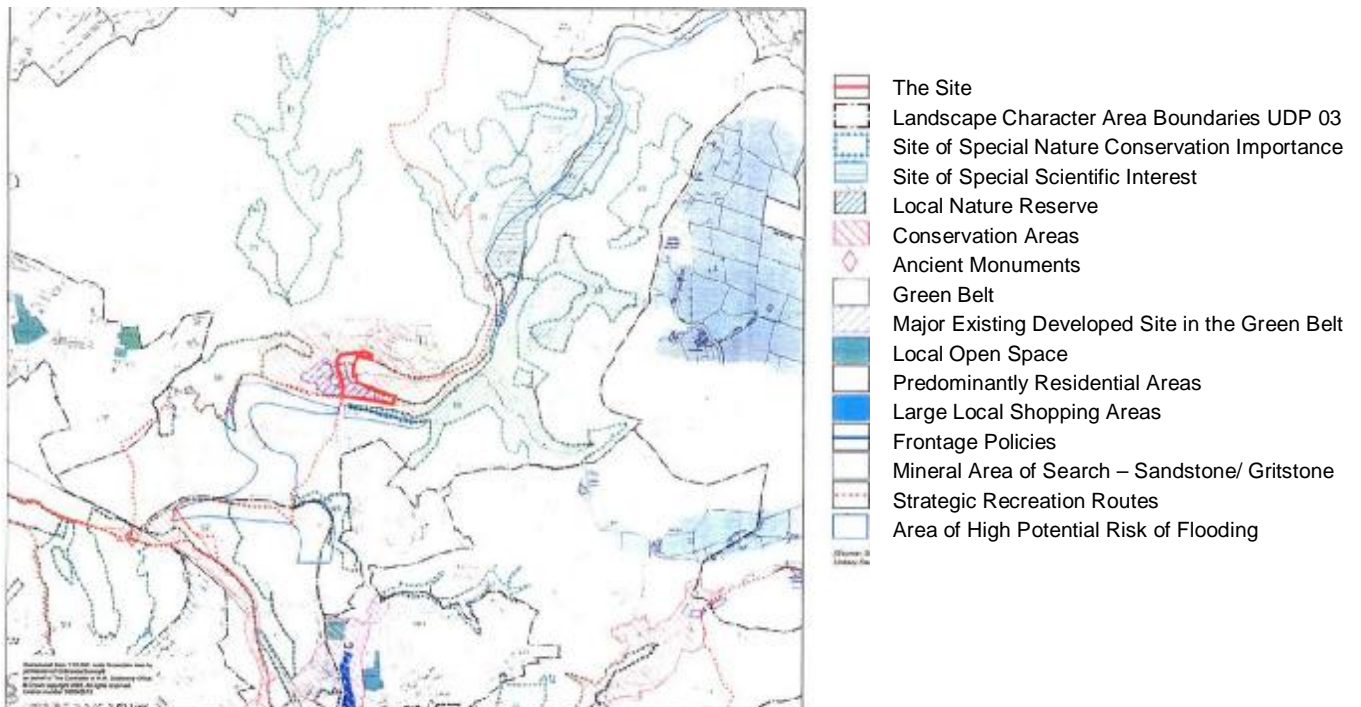
## Landscape and Ecology

### Landscape Character

Compstall lies within the valley of the River Etherow, with steeply sloping valley sides to both the north and south east. The valley becomes deeply incised as it extends north-westwards. and beyond the limits of Compstall village the steep valley sides are clad with dense and attractive woodland.

It is uniquely located in topographical terms to take advantage of the juxtaposition between the wooded valley sides and the river valley and reservoir.

The convex wooded slopes of the Etherow Valley insulate the valley from virtually all external views, one of the key attractions for visitors of the Etherow Country Park.



The whole of the village lies within the designated Greater Manchester Green Belt, although is recognised in the Stockport UDP as a Major Existing Developed Site in the Green Belt (MEDS). The MEDS area is also wholly contained within the Compstall Conservation Area.

### Ecology

Much of the deciduous woodland which surrounds the village is designated as a Site of Biological Importance (SBI).

The Compstall Mills estate itself is dominated by the remaining mill structures and surface car-parking. There are areas of bramble and scrub land around the perimeter of the site.

Wildlife surveys have indicated the presence of bats within some of the industrial structures and possible presence of White-Clawed Crayfish within the reservoir.

Outside the estate, the surrounding woodland and aquatic environments are rich ecological habitats. There are a number of fish and macro invertebrates present within the River Etherow and the chemical quality of the water is good, though not pristine.

However within the estate, with the exception of the existing and potential bat roosts, the ecological value of the area is poor.



Much of the site is dominated by mill structures and surface parking



An area of infilled land exists to the north west of the reservoir forming a carpark



The site is surrounded by scrub land



There are rich ecological habitats beyond the site in the woodland areas

## Planning Policy

### National Planning Policy

Of particular relevance to the Planning Brief site is national planning policy guidance relating to:

- Delivering Sustainable Development – Planning Policy Statement 1 (PPS1);
- Planning and Climate Change – Supplement to PPS1
- Greenbelts - Planning Policy Guidance 2 (PPG2);
- Housing - Planning Policy Statement 3 (PPS3);
- Industrial, Commercial Development and Small Firms - Planning Policy Guidance 4 (PPG4);
- Biodiversity and Geological Conservation - Planning Policy Statement 9 (PPS9);
- Transport - Planning Policy Guidance 13 (PPG13);
- Planning and the Historic Environment - Planning Policy Guidance 15 (PPG15); and
- Archaeology and Planning - Planning Policy Guidance 16 (PPG16).

### Sustainable Development and Quality in Design

Increasingly, the focus of Government policy is on sustainable development, influencing the location, design, construction, and long term management of buildings.

PPS1 encourages the development of brownfield sites, in locations which are accessible by a choice of means of transport, and capable of reducing the need to travel by car.

Planning and Climate Change – Supplement to PPS1 requires that all applications for development demonstrate how they will assist in tackling the causes and effects of climate change. Failure to do so can be reason for planning permission to be refused.

The applicant should provide a Design and Access Statement to show how the development will contribute to the Key Planning Objectives of this supplement as set out below:

- make a full contribution to delivering the Government's Climate Change Programme and energy policies, and in doing so contribute to global sustainability;
- in providing for the homes, jobs, services and infrastructure needed by communities, and in renewing and shaping the places where they live and work, secure the highest viable resource and energy efficiency and reduction in emissions;
- deliver patterns of urban growth and sustainable rural developments that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, which overall, reduce the need to travel, especially by car;
- secure new development and shape places that minimise vulnerability, and provide resilience, to climate change; and in ways that are consistent with social cohesion and inclusion;
- conserve and enhance biodiversity, recognising that the distribution of habitats and species will be affected by climate change;
- reflect the development needs and interests of communities and enable them to contribute effectively to tackling climate change; and
- respond to the concerns of business and encourage competitiveness and technological innovation in mitigating and adapting to climate change.

New development proposed should also meet the following development plan policies in accordance with the Supplement to PPS1:

- comply with adopted DPD policies on local requirements for decentralised energy supply and for sustainable buildings, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable;
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption, including maximising cooling and avoiding solar gain in the summer; and, overall, be planned so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form, together with the proposed density and mix of development, support opportunities for decentralised and renewable or low-carbon energy supply;
- deliver a high quality local environment;
- provide public and private open space as appropriate so that it offers accessible choice of shade and shelter, recognising the opportunities for flood storage, wildlife and people provided by multifunctional greenspaces;
- give priority to the use of sustainable drainage systems paying attention to the potential contribution to be gained to water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling;
- provide for sustainable waste management; and
- create and secure opportunities for sustainable transport in line with PPG13 including through:
  - the preparation and submission of travel plans;
  - providing for safe and attractive walking and cycling opportunities including, where appropriate, secure cycle parking and changing facilities; and
  - an appropriate approach to the provision and management of car parking.

The planning authority will also consider the likely impact of the proposed development on:

- existing, or other proposed, development, and its renewable or low-carbon energy supply;
- existing, or proposed, sources of renewable or low-carbon energy supply; and
- the vulnerability to climate change of existing or proposed development.

Where the proposed development would prejudice renewable or low-carbon energy supplies or lead to increased vulnerability of existing or proposed development, the local authority will consider how the proposal could be amended to make it acceptable or, where this is not practicable, to whether planning permission should be refused.

Proposals for the Planning Brief site will need to embrace the principles of sustainable development, and seek to achieve very good or excellent standards of design when assessed against the codes for residential and commercial buildings, and accord with Part L of the Building Regulations.

The reuse of existing buildings is intrinsically sustainable, but will present challenges in terms of meeting current standards for energy conservation and other building performance targets.

The Government attaches increased importance to quality in design of new buildings and the public realm. The site presents a real opportunity for imaginative architecture and public realm and landscaping which enhances the setting of the mills, and enhances the setting of the conservation area.

## **Greenbelts**

PPG2 details the purpose of including land within the Green Belt. Namely to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging into one another; to assist in safeguarding

the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

New build development within the Green Belt should:

- Have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land within it, and where possible have less;
- Contribute to the achievement of the objectives for the use of land in Green Belts;
- Not exceed the height of the existing buildings; and
- Not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity).

The Stockport Unitary Development Plan (UDP) identifies the Compstall Mills estate as a Major Existing Developed Site in the Green Belt (MEDS) and the relevant policy of the UDP, GBA1.7, is set out in detail overleaf.

### **Housing and Transport**

PPS3 and PPG13 provide guidance on the location of new housing. The Government's approach is where possible to locate housing where it is well served by public transport, and within easy walking or cycling distance to shops, employment, recreation and sport, primary, secondary and further education, health and community facilities.

A key thrust of PPS3 is the Central Government aim of providing a wide choice of housing to meet the needs of the whole community in terms of tenure and price ranges.

### **The Historic Environment**

PPG15 provides advice on applications which would affect the setting of conservation areas. New development should preserve or enhance the character or appearance of a conservation area.

There is an opportunity to enhance the setting of the conservation area by a combination of sensitive new development, restoration and refurbishment of the mills, and a high quality landscaped framework.

### **The Natural Environment**

PPS9 guides the protection of the natural environment, and encourages developers to incorporate habitat for wildlife in new development. The potential for creating a strong landscaped framework on the site, reflecting its historic development, will provide an opportunity for the creation of habitat for wildlife.

### **Regional Guidance**

The Adopted North West Regional Spatial Strategy (RSS - formerly known as RPG13) sets housing allocations on Stockport, which have been mentioned elsewhere.

The new version of RSS is undergoing production and is now at an advanced stage, with Proposed Changes from the Secretary of State currently out to consultation and the document due for publication in Summer 2008. Unlike previous versions of regional policy RSS forms part of the statutory development plan.

Proposed Policy DP1 sets out broad principles which underpin the rest of the document, such as promotion of sustainable communities, sustainable economic development and management of travel demand, which are then expanded on in Policies DP2-9.

The housing provision for the period 2003-2021 is 8100, with an average annual rate of housing provision of 450. This is extremely likely to become the adopted figure for use in Stockport. Interested parties are advised to read the section in this brief on the provision of housing in Stockport, in particular with regard to the Housing Phasing Policy.

### **Stockport Unitary Development Plan**

The relevant Development Plan is the Stockport UDP Review adopted in May 2006. The plan covers the period from 1996 to 2011.

The key policies of the UDP which are considered to be relevant to this Planning Brief are:

- DCD1.1 Design Principles
- DCD 1.2 Design Appraisals
- LCR 1.1 Landscape Character Areas
- NE1.5 Habitat Creation Enhancing Biodiversity and Access
- HC 1 Conservation Areas
- HC1.1 Demolition and Tree Felling in Conservation Areas
- HC1.3 Development in Conservation Areas
- HC1.4 New Uses for buildings in Conservation Areas
- HC3 Protection of Archaeological Sites
- HC 3.1 Development and Archaeology
- HC 3.2 Field Evaluation and Development
- HC 3.3 Recording of Archaeological Evidence
- EP1 Environmental Protection and Improvement
- EP1.7 Development and Floodrisk
- GBA 1.2 Control of Development in Green Belt
- GBA 1.7 Major Existing Developed Sites in the Green Belt
- L1.3 Provision of Recreation and Amenity Open Space in New Developments
- HP1 Housing Provision
- HP1.2 Housing Phasing
- HP2.1 Provision of Affordable Housing
- E4.1 Industrial Warehouse Storage and Office Premises Outside Employment Areas
- PSD 2.6 Local Shops
- MW3/3.1 Energy Efficiency & Renewable Energy

The following highways / transport policies are of importance to the site:

- ST1 Sustainable Transport
- ST1.4 Walking
- ST1.5 Cycling
- TD1 Transport and Development
- TD1.1 Achieving Accessible Development
- TD1.2 Transport Assessments
- TD1.3 Travel Plans in Developments
- TD1.4 Parking in Developments

- TD1.5 Safety and capacity on the highway network
- TD1.6 Accessibility and the Design of Development
- TD2 Urban Design and Streetscape

The relevant SPDs for the site include:

- 'Transport and Highways in Residential Areas' SPD
- 'Sustainable Transport' SPD

## Design

DCD1.1 Design Principles sets out that applications should demonstrate that they are based on good design principles (based on 14 criteria set out in the policy). DCD1.2 Design Appraisals sets out that a Design Appraisal will be required to accompany any planning application for major redevelopment in certain locations, including Conservation Areas.

## Natural Environment

NE1.5: Habitat Creation, Enhancing Biodiversity and Access is of specific relevance to the western part of the site because of the potential to provide access to the wooded part of the MEDS and to the adjacent woodland. The policy requires that development should provide access to nature conservation areas for recreational and educational purposes where appropriate.

## Heritage and Conservation

Policy HC1: Conservation Areas sets the tone for all works and/or development that takes place within the area.

Policy HC1.1: Demolition and Tree Felling in Conservation Areas states that demolition of building or felling of trees will not be permitted if retention is necessary to preserve the character of the Conservation Area

Policy HC1.3: Special Control of Development in Conservation Area outlines the need for development in conservation areas to be limited to those which include sympathetic treatment of siting, scale, design, materials and landscaping. Development should safeguard open spaces, views, skyline or other features which contribute to the character or appearance of the conservation area.

HC1.4: New Uses for Buildings in Conservation Areas advises that the change of use of unlisted buildings of character in Conservation Areas will be permitted, provided that the use is appropriate to the character of the building and the Conservation Area, and would not result in the loss of a dwelling or dwellings.

## Environmental Protection and Improvement

Policy EP1: Environmental Protection and Improvement sets out that the Council's aspirations in terms of improving despoiled and unattractive areas and is applicable to the MEDS area,

Policy EP1.7: Development and Flood Risk is also relevant as part of the site falls within the identified flood zone. Any application involving or impacting upon land within the flood zone would, under this policy, be required to include a site level flood risk assessment demonstrating how it has taken flood risk into account its design.

## Green Belt

Of particular importance to the consideration of any application for planning permission at Compstall Mills is Policy GBA1.2 "Control of Development in Green Belt" which sets the context for which redevelopment of MEDS (in accordance with GBA1.7) can be considered "appropriate development". Policy GBA1.7 and Appendix 10 to the UDP states:

*"Within the Existing Major Developed Sites in the Green Belt complete or partial redevelopment will be permitted provided that it would:*

- result in environmental improvement;*
- have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less;*

*- contribute to the achievement of the objectives for the use of land in Green Belt; and*

*- not result in the loss of Listed Buildings or other buildings or features of visual, amenity, ecological, environmental or archaeological importance.*

*Any proposals involving redevelopment should not occupy a larger area of the site nor exceed the heights of existing buildings. However, good design and layout principles should be employed to remove any harmful impacts on openness or visual amenity. This may result in small increases in site coverage to compensate for reductions in the height of development depending on individual site characteristics.*

*Any proposals involving major redevelopment and/or major changes to the built area of the site should be developed in a consultative and collaborative way with the Council, implementing agencies and all those likely to be affected by the scheme.” (Policy GBA1.7)*

*“Within the identified MEDS area limited infilling and/or partial redevelopment in accordance with the criteria in PPG2 and Policy GBA1.7 would be appropriate development. The scale of redevelopment will be established through the development of a Planning Brief.*

*The site is suitable in principle for a range of uses including employment and residential. Ancillary uses may include leisure, retail and recreation and tourism that are associated with the adjacent Country Park and the village of Compstall, and of an appropriate scale. The appropriate mix of uses will be considered in the Planning Brief.*

*The current use of the site has a significant employment value in the provision of small units. The future of existing occupiers will be taken into account in considering any proposals for the future of the site.*

*The Planning Brief for the site will bring together a special combination of regeneration, recreation, conservation and environmental issues and opportunities.*

*Regeneration of the site is of high priority and one of the special circumstances to be taken into account in consideration of the future development of the site. It is the regeneration, conservation and sustainable development benefits of proposals brought forward in the Planning Brief and future applications for planning permission which should be the determining factors of the redevelopment of the site, and will carry considerable weight when assessing proposals against other policies of the Plan, in particular those relating to the sequential approach and phasing of new housing, provided the scheme is of special quality.*

*The MEDS lies within a conservation area and contains listed buildings and industrial mills which could contain remains of archaeological importance. Buildings which are proposed for redevelopment will be subject to an appraisal which assesses their quality, condition and contribution to the character of the area. The conclusions of this assessment will need to accord with the Planning Brief.*

*There may be potential for environmental enhancement and increased recreational access (e.g. through opening up the river frontage) in any redevelopment scheme.*

*In summary, this is a special site located within the centre of a village, adjacent to a country park and in close proximity to the urban area, yet also within the Green Belt. It is in need of a comprehensive mixed use approach to its regeneration. The Planning Brief will provide a framework for investing in the site to achieve a high quality, mixed use development which takes full account of the historic, economic, recreational and environmental potential of the site.” (Appendix 10)*

Any proposals for redevelopment must accord with these policies and guidance within Stockport's Development Plan.

Proposals must be able to demonstrate a comparison between existing and proposed buildings, including providing drawings of both footprints and heights. This is required in order to provide an assessment of the impact on the openness of the Green Belt. Applications for specific proposals should be accompanied by a robust assessment in this regard.

## Landscape Character

Policy LCR1.1 (Landscape Character Areas) designates the Compstall Mill estate as part of the Etherow Parklands landscape character area (LCA). Development must enhance the quality and character of the rural area. Proposals must seek to :

- Protect or improve existing recreational land;
- Not impede, and where possible improve public access to the countryside;
- Protect or enhance the natural environment;
- Conserve or enhance buildings, structures or remains which contribute to the history or character of the area; and
- Improve the appearance of the countryside, notably by removing or screening unsightly existing development, by making waterside areas more attractive or through additional landscaping.

## Housing Provision

The Stockport UDP sets out that provision for new housing will be made in accordance with the Regional Spatial Strategy 13 for the North West.

The Council will monitor planning permissions for dwellings and phase development to ensure that provision is broadly in line with regional spatial strategy requirements and a five year supply is maintained.

Policy HP1.2 of the UDP applies when the Council is able to demonstrate a 5 year supply of deliverable housing in line with RSS figures. This amended supply requirement is in accordance with PPS3

When Policy HP1.2 applies planning applications for housing development will be refused unless it can be demonstrated that it would achieve one or more of the following benefits to regeneration:

- it would remove or significantly enhance derelict or dilapidated buildings, or land which has been previously used and now detracts seriously from the environment and amenity of the surrounding area, and the land is allocated for no other purpose;
- it would be essential to the future viability of an existing or permissible new source of employment;
- it would be essential to the operation of an existing or permissible new community facility (used or to be used for education, leisure or social purposes);
- it would be within Stockport Town Centre or an existing district centre and would make a significant, positive contribution to the vitality and viability of that centre;
- it would ensure the active use or re-use of a statutory listed building or a building of local interest;
- it would provide high levels of low cost affordable accommodation through a Registered Social Landlord or private sector scheme; or
- it would provide specially adapted accommodation, including sheltered accommodation for the elderly and other people, through a Registered Social Landlord or private sector scheme.

Outside the urban areas, and therefore including the Compstall Mills site, development will not be permitted unless there are very strong positive regeneration benefits and the location is sustainable.

The supporting text to Policy HP1.2 advises that a housing scheme will be presumed not to have a positive regeneration benefit where it involves development or redevelopment of land in active and sustainable employment, industrial, or commercial use which, whilst not allocated for these purposes, is extinguished by the proposal unless the existing uses result in harm to residential amenity.

Policy HP2.1 (Provision of Affordable Housing) sets affordable housing at a level of 35% of any development proposals to be sought by the Council on suitable sites. In negotiating with developers the Council will have regard to the following factors:

- Sites of 0.5 hectares or more, or development of 15 dwellings or more will be threshold site sizes for the provision of affordable housing;
- The proximity of local services and facilities and access to public transport;
- The site's suitability and the economics of its development, taking account of any demonstrable constraints; and
- The need to achieve a successful housing development, which would create mixed and inclusive communities, and would integrate well with neighbouring housing areas.

### **Leisure**

Policy L1.3 requires that, where appropriate, in new developments, landscaped amenity areas should be provided which are necessary and fairly and reasonably related in scale and kind to the proposed development.

The principle of the number and siting of LAPs and/or LEAPs with Stockport Council should therefore be agreed before the preparation of an application for planning permission for any redevelopment proposal.

### **Economy**

E4.1: Industrial, Warehouse, Storage and Office Premises Outside Employment Areas sets out the provisions under which the redevelopment or change of use of existing industrial buildings and business premises outside of Employment Areas will be permitted.

### **Energy Efficiency**

Development proposals should demonstrate that they will achieve optimal efficiency of energy resources by means of the following:

- A good relationship to other land uses and contribution to reducing the need to travel, especially by private car;
- Adopting appropriate layout, density, design and use of materials; and
- Non fossil fuel sources of energy should be used wherever possible.

## Sustainability Considerations

EcoHomes covers a relatively broad range of environmental issues and operates on a points system to arrive at an overall rating up to the top standard of "Excellent". The EcoHomes methodology (developed and controlled by the Building Research Establishment) has been adopted to provide an independently verifiable, quantitative assessment of sustainable development criteria. The site has been registered under the EcoHomes programme.

All redevelopment proposals should endeavor to achieve EcoHomes 2006 Excellent Standard.

To achieve the EcoHomes 2006 Excellent Standard, detailed consideration of all of the criteria from the EcoHomes scheme must be carried out and integrated early into the design process. Proposals must be accompanied by a Sustainability Appraisal covering the design, construction, operation and management of the development. This should include:

- Reducing CO2 emissions.
- Encourage the use of materials that have less impact on the environment, taking into account the full life-cycle.
- Internal water consumption must be assessed and reduced.
- Rainwater should be collected for use in external irrigation / watering of any proposed landscaping included in the scheme.
- The provision of private outdoor space to each of the dwellings.
- Recommendations should be made for enhancing the site's ecology.
- Opportunities for natural daylighting in homes must be maximised in order to reduce the need for energy to light the home. Daylighting assessments for the kitchen, living room, dining room and study should be carried out.
- Detailed consideration of sound insulation should be given.
- Home User Guides should be provided to the owner / occupiers to help them understand and operate their home efficiently.
- Proposals should be registered under the Considerate Constructors Scheme to ensure that the site is managed in an environmentally and socially considerate manner.
- A safe and secure development is aimed for and this can be achieved by committing to work with an Architectural Liaison Officer towards achieving the Secured by Design award.

The above is not an exhaustive list and thorough consideration of all the EcoHomes 2006 credits should be addressed as early as possible under the guidance of an EcoHomes assessor.

### Towards Zero Carbon

In view of the outstanding sensitivity of the Compstall Mill site, the potential scale of the proposed development within the Green Belt, and the speed at which legislative change is taking effect with regards to sustainability, any proposals for redevelopment in respect of sustainability should be distinctive and aspirational.

Beyond the aspiration of achieving an EcoHomes 'Excellent' rating, ways in which the scheme might work towards achieving a 'zero carbon' status should be explored.

Potential ways in which this might be achieved include the following:

- Minimise the development's energy requirements by higher building standards.
- Setting even higher building fabric insulation standards and using off site construction methods to guarantee and potentially significantly exceed the level of air tightness specified.

- Incorporating whole dwelling ventilation systems with heat recovery to provide excellent air quality whilst reclaiming heat that would otherwise be lost through the discharge of warm air to outside.
- Maximise passive heating and cooling in the scheme.
- Heating and cooling systems selected on greater efficiency.
- Hot water systems to be insulated.
- Homes tested for air tightness.
- Encourage monitoring of energy use by fitting remote reading utility meters to ensure accurate rather than estimated readings.

### **Use of Materials**

Materials should be specified using the BRE Green Guide to Specification as used for the EcoHomes assessment. This rates materials in categories against the following criteria:

- CO2 emissions
- Primary energy used in extraction, production and transport
- Oil feedstock consumption
- VOC and NOx emissions
- % of recycled materials in finished product
- Toxic pollutants arising from manufacture
- Water consumption
- SO2 emissions
- Mineral consumption
- Reserves of raw materials
- Toxic pollutants arising from combustion
- Other recycling issues

In addition, the following targets could be adopted:

- Local materials used as a preference; both for buildings and for landscape features.
- All timber specified for use in construction, landscape or temporary works will be from a sustainable source certified to the Forest Stewardship Council standard or equivalent.
- Using offsite construction methods for the building shell to ensure very high standards of insulation and air tightness.
- Carefully analysing of cut and fill across the site will minimise the amount of material that will need to be imported or exported from the site.
- Suitable materials from demolitions crushed and stockpiled on the site for use during construction.

### **Green Travel and Resident Support**

A management company will be set up to manage the majority of the external spaces on the site, including elements of landscape and furniture. The management company could be the catalyst for other information and support structures such as the management of parking within the site and the operation of the site's

travel plan, including a car club. Close attention should be paid to the guidance given in the EcoHomes 2006 scheme to ensure that any development satisfies the criteria.

### **Renewable Energy**

Non-fossil fuel sources of energy should be used, wherever possible, with the aim of achieving carbon neutrality for the development. Developers must provide detailed technical justification where the use of renewable sources is not possible. Options to explore include, but are not limited to, the following:

- a site wide district heating network fed from a central biomass boiler
- highly efficient gas fired condensing boilers for heating and hot water together with solar hot water heating to all houses
- the potential of small on-site wind turbines to generate electricity
- supplying carbon neutral electricity
- investigating the potential for ground source heat
- investigating the potential for hydro-electric power

## Development Principles

Appendix 10 to the Stockport UDP sets the principles which should inform any proposals for redevelopment.

### Design Aspirations

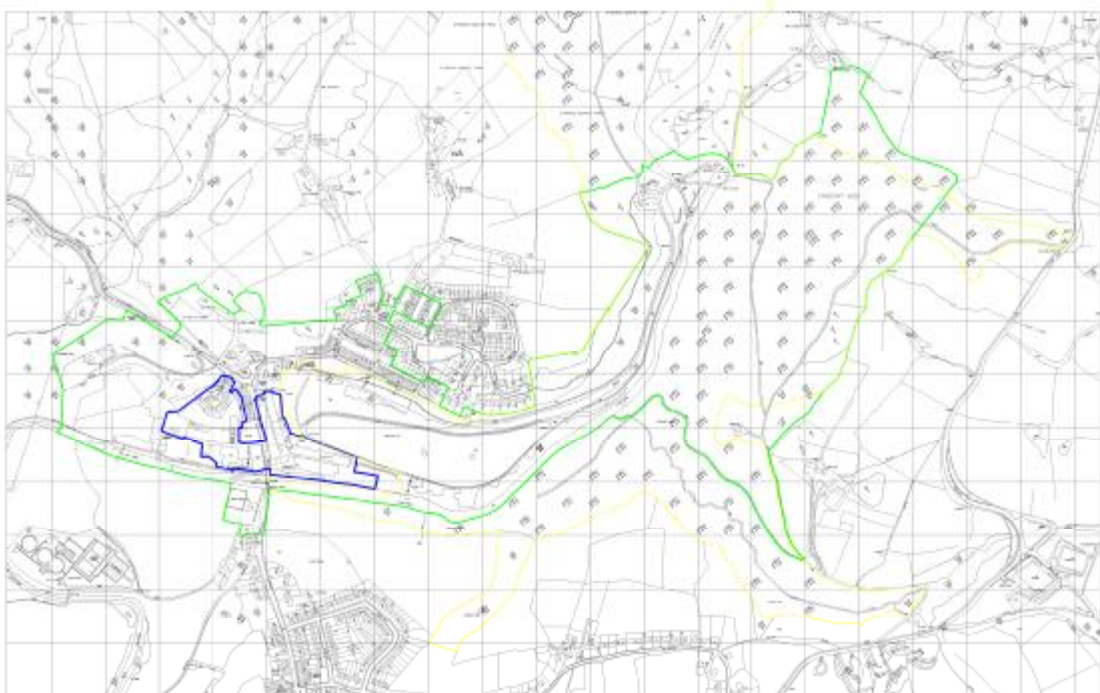
The Compstall Mills site comprises a range of existing buildings in an area of designated Green Belt, within a Conservation Area, and adjacent to the Etherow Country Park.

Many of the buildings enjoy outstanding views, either across the adjacent reservoir, along the River Etherow to the south, or to the wooded valley of the wider Country Park area.

There is a major opportunity to create an outstanding residentially-led mixed use development, which can deliver:

- a sustainable heritage-led redevelopment of national, perhaps international, significance
- a distinctive place to live offering a mix of living accommodation in new and converted buildings
- high quality architectural design for both new buildings and necessary interventions to historic structures
- a show-piece of sustainable development, offering contemporary lifestyles within low energy new buildings, sensitive re-cycling of historic buildings, and an integrated relationship with its context
- a sensitive response to the historic environment in order to protect, enhance and promote understanding of its special significance in the context of the Compstall Conservation Area
- a mix of retail (of an appropriate scale and nature) and commercial spaces in order to create activity and participation by visitors to the adjacent Etherow Country Park and ensure that employment opportunities are retained on site
- a high quality public realm which creates a sense of connection with the spirit of Compstall Mills and specifically improves connections to and through the Etherow Country Park.

### Compstall Mills Location Plan

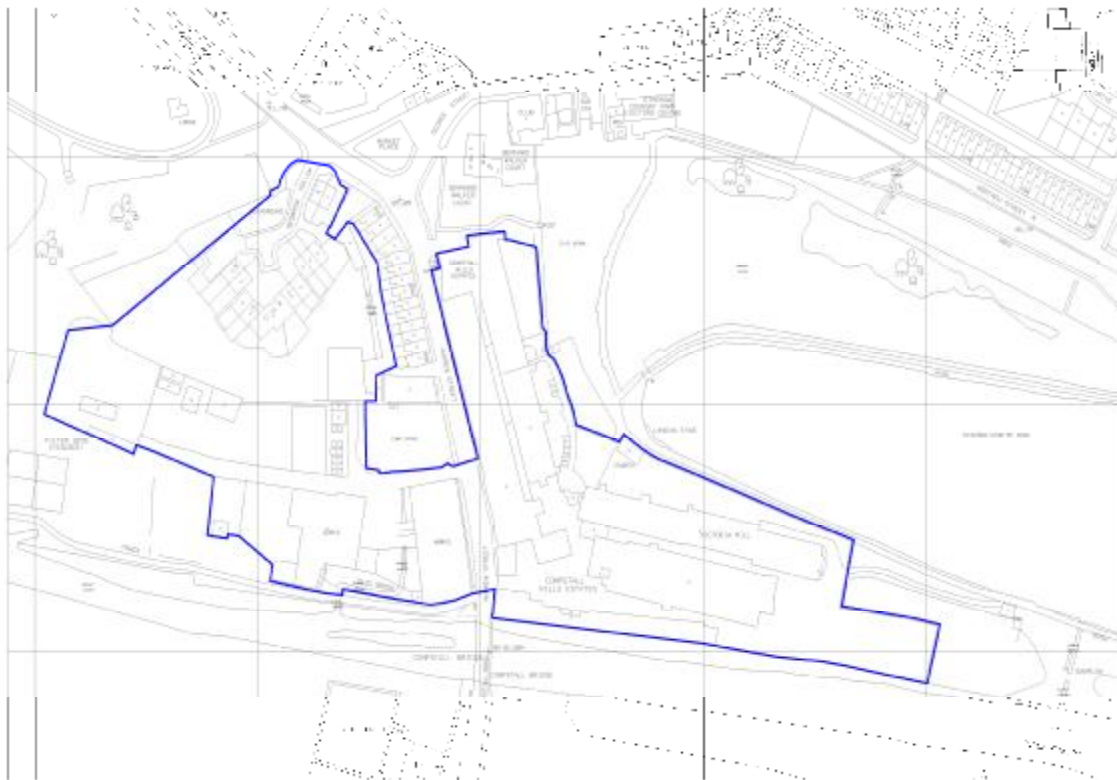


- Blue** – MEDS Area Boundary
- Green** – Conservation Area Boundary
- Yellow** – Etherow Country Park Boundary

A vision for the wider area of the MEDS will be an essential part of any redevelopment proposals, with the following aims:

- To understand and draw upon the character of the wider area and the relationship with Compstall Village and other sites, including strategic views from the wider area.
- To put physical proposals into the context of the MEDS, Conservation Area, Etherow Country Park, and other statutory boundaries.
- To understand and draw upon the environmental potential of the wider area including the river, reservoir and woodland.

#### MEDS Area Boundary



**Blue** – MEDS Area Boundary

#### **Response to Historic Context**

A carefully presented case which responds to the nature of the existing site will need to be prepared for any redevelopment proposals within the MEDS.

An appropriate balance must be achieved between restoration, adaptive re-use, demolition and new development in the interests of preserving and enhancing the character and appearance of the Compstall Conservation Area.

An open and collaborative relationship should be adopted with the Conservation Officers at Stockport Council, including inviting participation from English Heritage in pre-application discussions. The approach should be built on trust and shared aspirations for the site.

The Compstall Mills site is critical to understanding the historical development of Compstall village and it will significantly affect the village's future character and prosperity. The response to the historic significance of the site and its buildings will have a key impact on the wider perceptions of any redevelopment proposals by local people and interested stakeholders.

A strategy for the creative re-use of existing buildings should be at the core of an environmental strategy for any proposals for the site. In addition, understanding the industrial function of the site may create design ideas and opportunities and deeper meanings for any redevelopment scheme.

There are clear opportunities to improve the interpretation and understanding of the site through its redevelopment and there are opportunities to improve the relationship of the historic Mill with the village through sensitive redevelopment which takes full account of its historic context.

## **Access**

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.

Vehicular, cycle and pedestrian access and potential car parking are important considerations in defining possible development capacity and in establishing a strategy towards retention of existing buildings.

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. It is important that pedestrian routes within the site are connected to pedestrian routes in the wider area and that consideration is given to linking the site with the local cycle network (making use of Rollins Lane, which provides access to Marple).

The site's existing access arrangements, as well as footways in the vicinity of the site, are substandard and therefore methods to address this should be examined as part of any redevelopment proposal. Options that are available to improve the site's access arrangements, however, are limited and therefore this may put a constraint on the scale of development and use types.

Within the site, it is considered that a layout based on shared space design principles will be appropriate. This would facilitate a high quality public realm with vehicle speeds controlled through the careful design of spaces, materials and landscape. Reference should be made to 'Manual for Streets' (DCLG/DfT) when designing the internal site layout.

Although, as outlined earlier in this Planning Brief, the Brief focuses on the Compstall Mills estate (to the east of Andrew Street), consideration of highways and transportation issues must also have regard to future development of land to the west of Andrew Street; land which is also contained within the MEDS designation. Future redevelopment of this land must therefore be taken into account in the Transport Assessment that will need to be produced for the Compstall Mills site and all works relating to the Compstall Mills site must not compromise any future redevelopment of land to the west of Andrew Street.

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 are contained in the UDP Review 2006.

The Council will expect developers to justify the proposed level of parking as part of any planning application. It is likely that it will be appropriate for most, if not all, parking to be provided on a communal basis.

Parking could be provided in a number of ways, including within undercroft parking areas. Cycle parking should be in the form of long-stay (covered and secured cycle stores) and short-stay (Sheffield stands) cycle spaces.

To ensure that parking facilities are managed in an efficient manner and that parking does not take place in unsuitable locations, parking controls and a parking management regime will be required. The 'Transport and Highways in Residential Areas' and 'Sustainable Transport' Supplementary Planning Documents (available from the Council's web-site) provide advice on the design of parking facilities.

In addition, any redevelopment scheme should have regard to potential end users of any commercial floorspace and wider associated implications, particularly in respect of identifying and ensuring appropriate parking and servicing arrangements within the wider public realm and levels of residential amenity.

Careful consideration relating to how the site will be serviced will be required, including determining the most appropriate location for refuse stores.

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.

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## APPENDIX 1

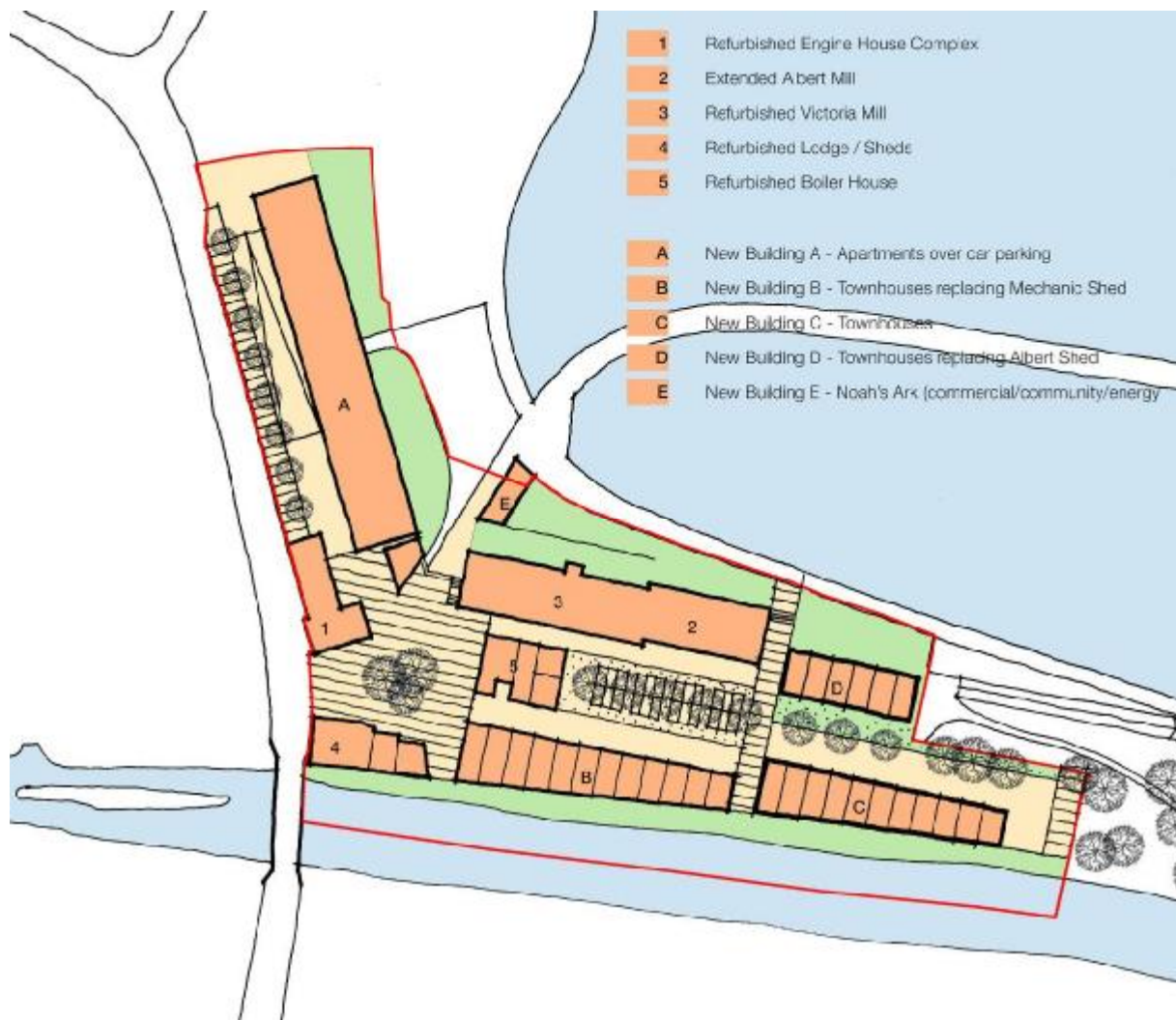
Stockport Council has prepared and adopted a Conservation Area Character Appraisal (March 2006) for the Compstall Conservation Area, which is included in this appendix.

### DETAILS OF INDICATIVE SCHEME PUT FORWARD BY ASK PROPERTY DEVELOPMENTS

#### Initial Scheme Concept

The following is an example of an indicative scheme produced by Ask Property Developments for the development of the Compstall Mills site which (without prejudice) would be subject to wider consultation and consideration as part of a planning application.

This Planning Brief has covered the requirements for the MEDS area as a whole, in accordance with the Stockport Unitary Development Plan, 2006. However, the following information is presented in respect of the Compstall Mills complex owned by Ask Development given its immediate offer as a regeneration site and the progression of a planning application by Ask Developments in the near future. Detailed proposals for the remainder of the MEDS area are expected to follow in due course, upon resolution of land ownership issues.

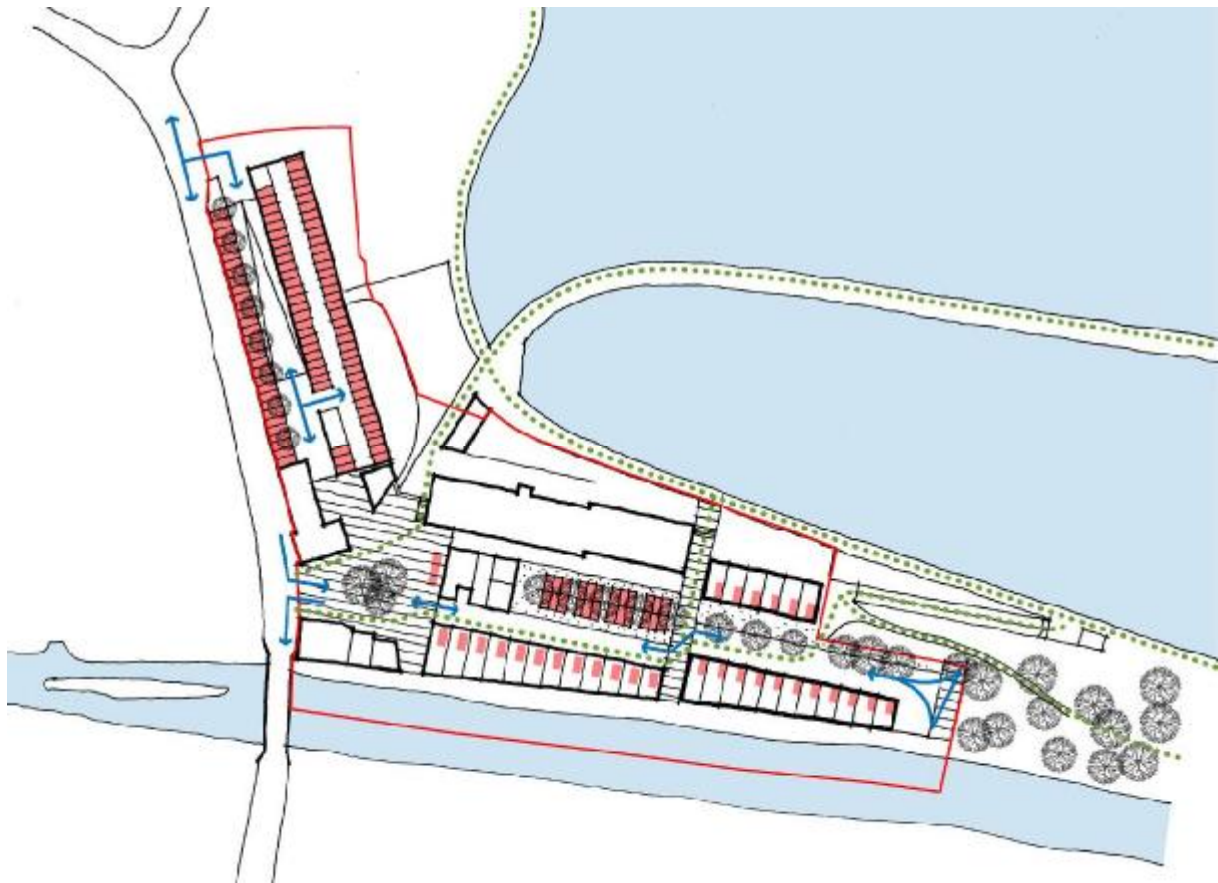


An initial scheme concept for the Compstall Mills estate has been developed by Ask, in consultation with Stockport Council. This may be subject to change but proposes the following key principles:

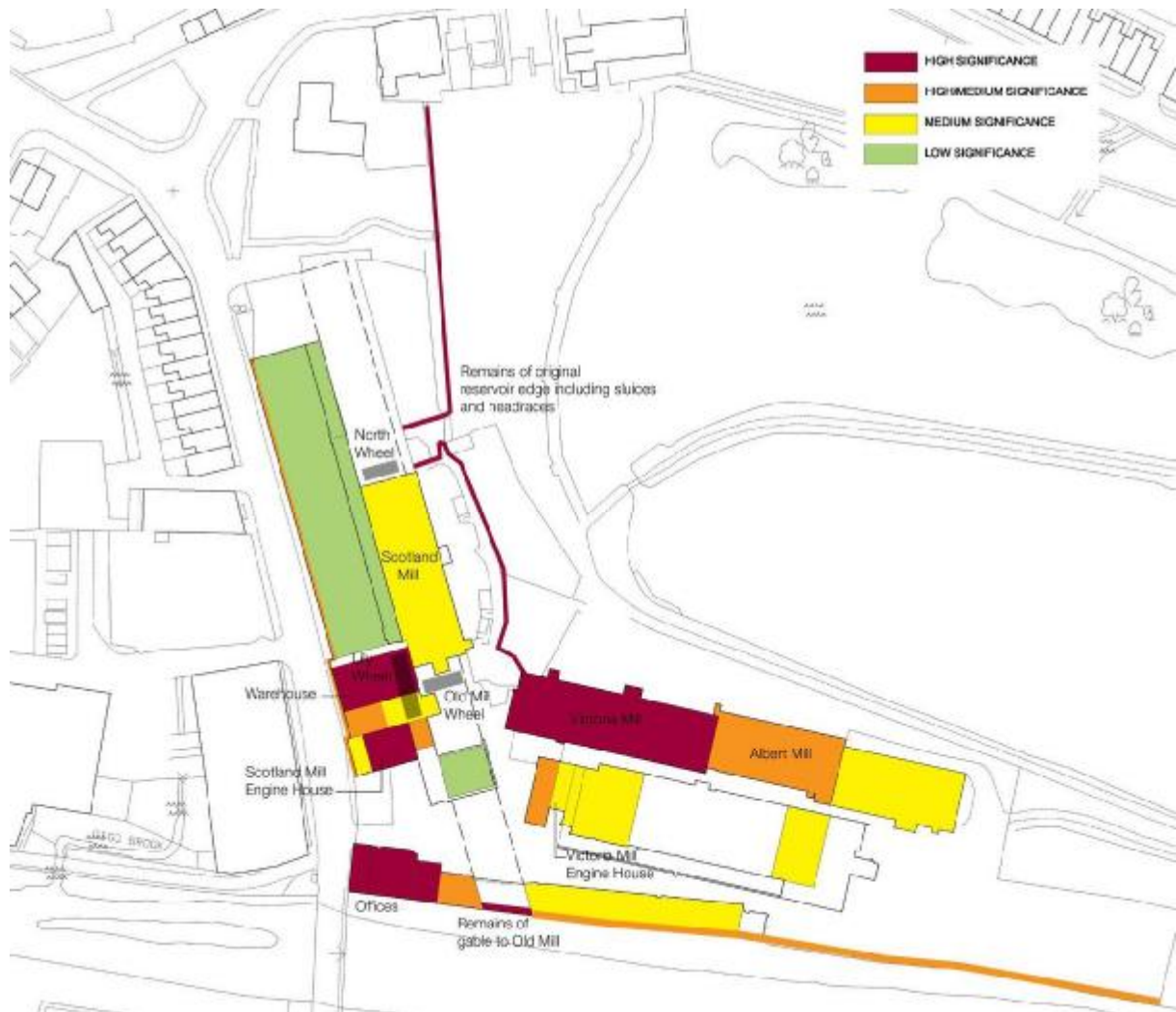
- The reinstatement of the former North Mill and redevelopment of Scotland Mill to form a new “spine” to the development (Building A).

- The creation of a new landscaped 'public street' between the refurbished Victoria and Albert Mills and a row of new houses on the site of the Mechanics Shop (Building B).
- The creation of a 'core area' to the scheme which will create a dynamic interaction of the new and old technologies at Compstall Mill within the public realm. This could be in conjunction with a new Noah's Ark building (Building E).
- The creation of a two-way vehicular access at the north west corner of the site and a 'left turn only' entrance and exit at the southern entrance. A vehicular route is shown between these two entrances.
- Selected demolition of existing buildings.
- Refurbishment and conversion of existing buildings 1 – 5.
- New buildings A – E.
- An aspiration to reinstate a waterside setting to the eastern part of the site to improve the understanding of their historic connection with the reservoir, to create the potential for waterside activities, and the potential for a contemporary energy use of the reservoir.

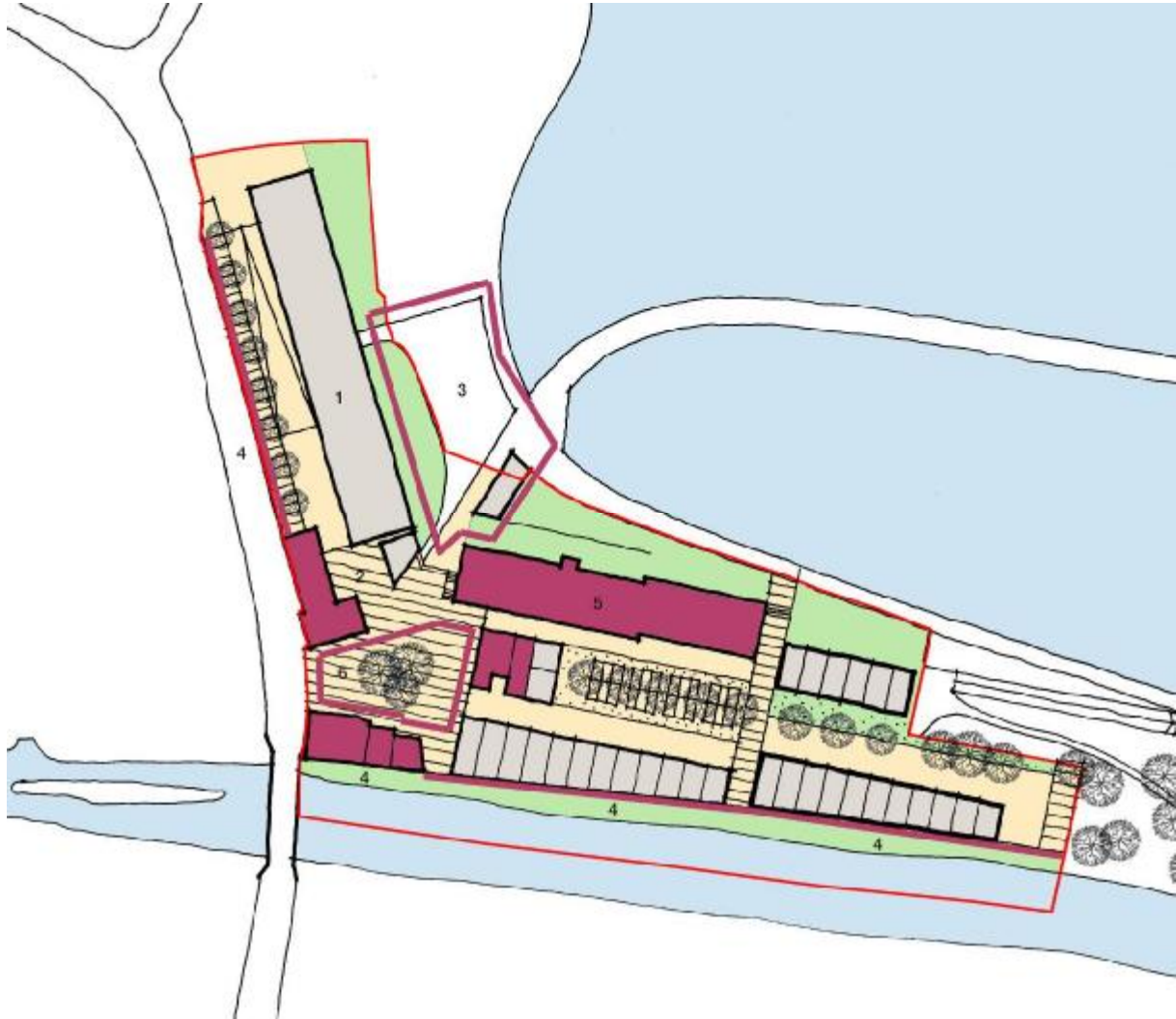
### Proposed Access



Independent study results for the Eastern Half of the MEDS indicate below the significance attached to each MEDS building (assessed by Heritage Architecture).



## Design Response to Historic Context



1. The remains of Scotland Mill are a reminder of a once important building which was constructed during a key period of the mill's development. Though the quality and extent of the remains make it unviable for re-use, the presence of a building of similar scale and proportion on the site of the Scotland Mill is considered to be an important element of the mill complex.
2. The area directly north of the main entrance to the site is a key site for archaeological remains which will need to be fully considered throughout the development of proposals. The area occurs where potential conflicts may develop between the needs of development and the need to protect and retain archaeology. These must be carefully considered and an acceptable approach found.
3. The original relationship between the mill buildings and the raised reservoir is a distinctive and significant feature of the mill site which has in part been lost. Development proposals should aim to improve understanding and interpretation. Reinstating Noah's Ark would also help this interpretation and could create a dramatic waterfront building.
4. The boundaries to the site are largely defined by the Office and Mechanics Shed along the river and the long brick wall along Andrew Street. The site's perimeter walls are strong features which 'contain' the site and should be retained, at least in part. The sketch scheme design proposes retaining the shear riverside walls. The Office is retained whilst the site of the Mechanics Shop is redeveloped as new housing. New buildings along the river should address the river in a similar positive architectural

way and be fully justified in design and conservation terms as part of any application for planning permission.

5. The scale, condition and completeness of the Victoria and Albert Mills make these structures worthy of a careful and conservative approach to their repair and incorporation as part of the development of the site. Proposals should aim to reinstate the former scale of the surviving buildings on the site, especially where these have been 'capped'.
6. The main entrance into the site will retain its function as an important entrance into the development. Many historically significant smaller structures exist in this area and will be retained while some of the less important buildings will be cleared to open up the approach and improve the appearance of the site.

### Masterplan Principles (Indicative Only)



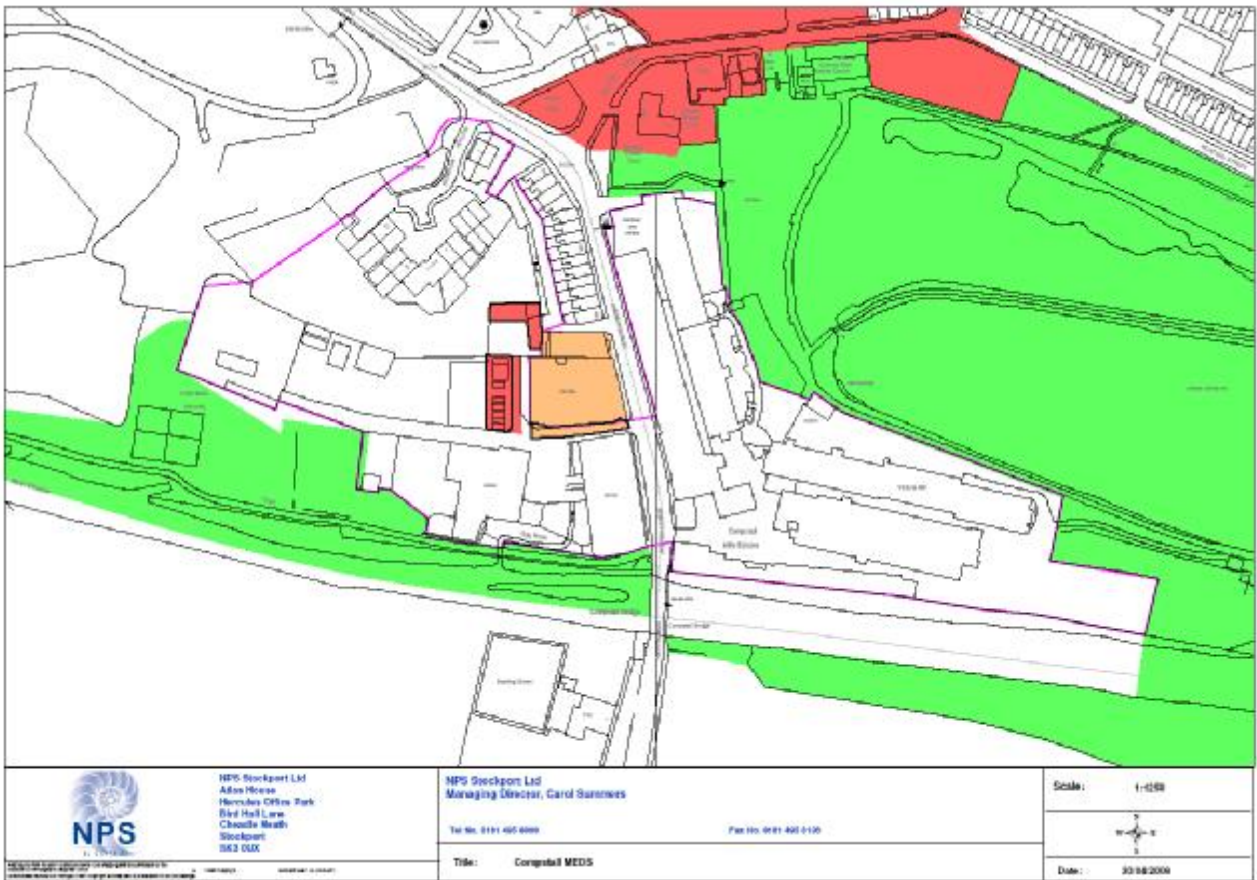
Sketch scheme proposals for the site have been developed, and continue to be derived as a careful design response to the historic context.

In developing these proposals the following key issues have been addressed and key tasks undertaken to ensure the most appropriate interventions:

- The mix of retained existing buildings and new buildings are driven from the historic significance studies of the site and the key decision to retain and conserve those elements of the mills complex which are considered historically significant or important.
- Height, form, massing and materials of new buildings have been guided by the local context of the mills site and vernacular of Compstall and its environs.



# Council Land Ownership



- Green = Leisure Services Ownership
- Red = Housing ownership
- Orange = Education (Children and Young People) Ownership