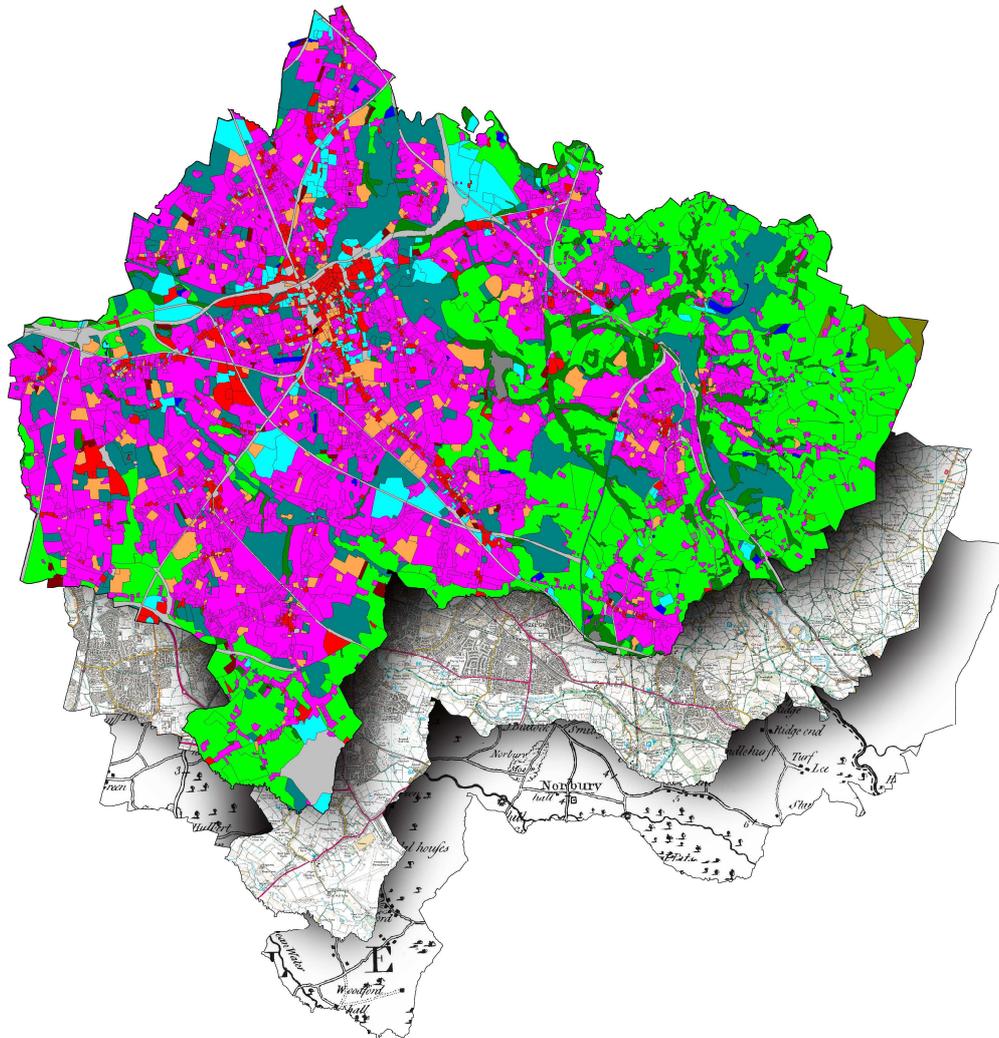


Greater Manchester Urban Historic Landscape Characterisation

Stockport District Report



February 2011

Greater Manchester Urban Historic
Landscape Characterisation

Stockport District Report

The Greater Manchester Archaeological Unit
School of Arts, Histories and Cultures
Mansfield Cooper Building
The University of Manchester
Oxford Road
Manchester
M13 9PL

February 2011

Contents	Page
1 Summary and Introduction	1
1.1 The project	1
1.2 Context – the national HLC programme	1
1.3 Use of this report	2
2 Aims and Objectives	3
2.1 Overall aim	3
2.2 Objectives for the Stockport study	3
3 Methodology	4
3.1 Phase 1 – Characterisation	4
3.1.1 The character types	4
3.1.2 HBSMR	4
3.1.3 Defining character areas	5
3.1.4 Creation of polygons	5
3.2 Phase 2 – Report production, incorporating review, analysis and interpretation	6
4 Documentary Sources	7
5 Introduction to Stockport	8
5.1 Location and administration	8
5.2 Geology and topography	8
5.3 Archaeological and historical background	10
5.3.1 Early prehistoric	10
5.3.2 Iron Age and Roman transition	12
5.3.3 Roman	13
5.3.4 Early medieval	13
5.3.5 Medieval	14
5.3.6 Early modern	15
5.3.7 Industrial period	16
5.3.8 20 th century	20
6 An Overview of Stockport’s Historic Character	23

7 Stockport's Historic Character – Analysis and Recommendations	29
7.1 Unenclosed land broad type	31
7.1.1 Open Moorland	32
7.1.2 Commons and greens	34
7.1.3 Mossland	35
7.1.4 Other Unenclosed land	37
7.2 Enclosed land broad type	38
7.2.1 Piecemeal enclosure	40
7.2.2 Assarts	42
7.2.3 Agglomerated fields	45
7.2.4 Surveyed enclosure	47
7.2.5 Intakes	50
7.2.6 Other Enclosed land HLC types	53
7.3 Woodland broad type	54
7.3.1 Semi-natural woodland, Cloughs and Plantations	55
7.3.2 Regenerated scrub/woodland	58
7.3.3 Other Woodland HLC types	59
7.4 Residential broad type	60
7.4.1 Farm complexes, Folds, Weavers' cottages, Elite residences and Vernacular cottages	64
7.4.2 Historic settlement cores	68
7.4.3 Terraced housing	72
7.4.4 Villas/detached housing including Town houses	75
7.4.5 Social housing development, High rise flats and Low rise flats	79
7.4.6 Semi-detached housing	84
7.4.7 Private housing development	86
7.4.8 Conversions	90
7.5 Ornamental, parkland and recreational broad type	92
7.5.1 Playing fields/recreation grounds and Sports grounds	93
7.5.2 Public parks	96
7.5.3 Urban green spaces	100
7.5.4 Golf courses	102
7.5.5 Country parks	104
7.5.6 Private parkland	107
7.5.7 Other Ornamental, parkland and recreational HLC types	110
7.6 Industrial broad type	112
7.6.1 Industrial estates and Industrial works (general)	115

7.6.2 Industrial waste ground	118
7.6.3 HLC types relating to the textile industry	119
7.6.4 Utilities	121
7.6.5 Metal trades (heavy) and Metal trades (light) including Vehicle Factory/ Locomotive Works	123
7.6.6 Other Industrial HLC types	124
7.7 Extractive broad type	126
7.7.1 Coal mining	128
7.7.2 Clay pits/ Brickworks	128
7.7.3 Quarrying	129
7.7.4 Other mineral extraction and processing	129
7.8 Institutional broad type	132
7.8.1 Schools and Universities/colleges	136
7.8.2 Religious (worship) and Religious (non-worship)	139
7.8.3 Medical complexes and Nursing homes/almshouses/hostels	143
7.8.4 Civic and municipal	146
7.8.5 Cemeteries	148
7.8.6 Community establishments	151
7.8.7 Other Institutional HLC types	151
7.9 Commercial broad type	153
7.9.1 Retail parks, Superstores, Shopping centres and Entertainment complexes	157
7.9.2 Business parks, Distribution centres, Warehousing (after 1950) and Storage sites	159
7.9.3 Commercial cores (urban and suburban), Markets, Public houses, Hotels and Entertainment sites	161
7.9.4 Retail (general), Business (general) and Offices	166
7.9.5 Other Commercial HLC types	168
7.10 Communications broad type	169
7.10.1 Canals and associated features	171
7.10.2 Railway lines, Train stations and Train depots/sidings	174
7.10.3 Motorways, Motorway–trunk road junctions, Ring roads/ bypasses, and Car parks	178
7.10.4 Airports	180
7.10.5 Other Communications HLC types	181
7.11 Water bodies broad type	182
7.11.1 Reservoirs	183
7.11.2 Other Water bodies	186

7.12 Horticulture broad type	187
7.13 Military broad type	192
8 Photographic Images of Stockport	195
9 Bibliography	222
Appendix 1 Broad Character Types	224
Appendix 2 HLC Types	224

List of figures, tables and plates

Figure		Page
1	Stockport drift geology (British Geological Survey 1:250,000 scale data)	9
2	Stockport solid geology (British Geological Survey 1:250,000 scale data)	9
3	Map showing the borough of Stockport by broad character type	23
4	Settlement associated with Offerton Hat Works and other industry in the early 20 th century (OS 25" 2 nd revision Cheshire map, 1909-10)	24
5	Detail of Stockport centre district by period of origin	25
6	Detail of the Hazel Grove area depicted as zoned housing types	26
7	Pie chart showing the percentage area covered by each broad character type in Stockport	28
8	Map showing the distribution of Unenclosed land as current HLC types	31
9	Ludworth Moor c.1894 (Derbyshire 6" 1 st edition OS map)	32
10	Map showing the distribution of Unenclosed land as previous HLC types	35
11	Burdett's 1777 Map of Cheshire, showing Cheadle Heath and Shaw Heath	37
12	Map showing the distribution of Enclosed land HLC types	38
13	Pie chart showing the percentage of different HLC types making up the Enclosed land broad type in Stockport	39

Figure	Page
14 Birchenough Assart and surrounding fields (OS 25" 1 st edition, 1880)	43
15 Map showing the distribution of Woodland HLC types	54
16 Pie chart showing the percentage by area of different Woodland HLC types in Stockport	55
17 Map showing the distribution of Residential HLC types in Stockport	60
18 Pie chart showing the percentage of different HLC types making up the Residential broad type in Stockport	62
19 Map showing landscape character zones in the Edgeley area (zoned into 5 basic residential groups, with some related character types)	63
20 Map showing terraced housing (pre-1961) as current and previous types	72
21 Map showing formal planned 19 th century development around St John's Road, Heaton Mersey (OS Lancashire 25" 1892-4 25" map)	76
22 Map showing zoned housing types in the Lancashire Hill area	80
23 Map showing the distribution of Ornamental, parkland and recreational HLC types in Stockport	92
24 Pie chart showing the percentage by area of Ornamental, parkland and recreational HLC types in Stockport	93
25 Map showing the distribution of Industrial HLC types in Stockport	112
26 Pie chart showing the percentage of different HLC types making up the Industrial broad type in Stockport	115
27 Sites relating to textile and related industry occurring as previous types	121
28 Map showing the distribution of Extractive HLC types in Stockport	126
29 Pie chart showing the percentage by area of Extractive HLC types in Stockport	127
30 Map showing the distribution of Extractive areas as previous HLC types in Stockport	127
31 Map showing the distribution of Institutional HLC types in Stockport	132

Figure		Page
32	Pie chart showing the percentage of different HLC types making up the Institutional broad type in Stockport	135
33	Pie chart showing the percentage of different Institutional HLC types making up the broad type in about 1910	136
34	Map showing the distribution of Commercial HLC types in Stockport	153
35	Map showing the distribution of Commercial HLC types in Stockport town centre by period of origin	154
36	Pie chart showing the percentage of different HLC types making up the Commercial broad type in Stockport	156
37	Map showing the distribution of Communications HLC types in Stockport	169
38	Pie chart showing the percentage of different HLC types making up the Communications broad type in Stockport	170
39	Map showing the distribution of Water bodies HLC types in Stockport	182
40	Pie chart showing the percentage by area of Water bodies HLC types in Stockport	183
41	Map showing the distribution of Horticulture HLC types in Stockport	187
42	Map showing the distribution of different Horticulture HLC types previously, and Horticulture as a current broad type overall	188
43	Map of Horticulture as previous type by date of origin	189

Table		Page
1	Area covered by each broad character type in Stockport	27
2	Area covered by the different Unenclosed land HLC types	31
3	Area covered by the different Enclosed land HLC types	38
4	Area covered by the different Woodland HLC types	55
5	Area covered by the different Residential HLC types	62
6	Area covered by the different Ornamental, parkland and recreational HLC types	92

7	Area covered by the different Industrial HLC types	114
8	Area covered by the different Extractive HLC types	126
9	Area covered by the different Institutional HLC types	135
10	Area covered by the different Commercial HLC types	156
11	Area covered by the different Communications HLC types	170
12	Area covered by the different Water bodies HLC types	182
13	Area covered by the different Horticulture HLC types	187
14	Area covered previously by the different Horticulture HLC previous types, and current Horticulture overall	188

Plate		Page
1	Enclosure and woodland above Compstall	195
2	Assart at Birchenough	195
3	View from Cobden Edge	196
4	Brown Low Bronze Age round barrow in plantation woodland	196
5	Bramhall Hall Park	197
6	Sunhill Farm, Sun Hill	197
7	Lower Lea, Marple Bridge	198
8	Higher Bents Lane	198
9	Abney Hall, Cheadle	199
10	Adswood Road, Stockport	199
11	Church Gate, Stockport	200
12	Higher Bents Lane, Bredbury	200
13	Hollins Lane, Marple Bridge	201
14	Siddington Road area, Adswood	201
15	Brinksway, Edgeley	202
16	Edward Street, Stockport	202
17	St Thomas Place, Stockport	203
18	Abbeyfield Close, Adswood	203

Plate		Page
19	Marple Memorial Park, Marple	204
20	Former line of Stockport Canal, near Reddish Park	204
21	Spade Forge, Longhurst Lane, Marple Bridge	205
22	King Street West, Stockport	205
23	Wellington Road South, Stockport	206
24	Lower Hillgate, Stockport	206
25	Cooper Street, Stockport	207
26	Chadkirk Industrial Estate, Chadkirk	207
27	Higher Hillgate, Stockport	208
28	Lower Hillgate, Stockport (view towards Churchgate)	208
29	Waterloo Road, Stockport	209
30	St Matthews Church, St Matthews Road, Edgeley	209
31	Converted chapel, Hollywood End	210
32	Methodist United Reform Church, Edgeley Road, Edgeley	210
33	Former Stockport Workhouse, Shaw Heath, Stockport	211
34	Salvation Army hall, Hillgate, Stockport	211
35	Stockport Town Hall, Wellington Road South, Stockport	212
36	Converted police station, Cheadle Hulme	212
37	Stockport College, Wellington Road South, Stockport	213
38	Council offices, Piccadilly, Stockport	213
39	Stockport Cemetery, Buxton Road, Stockport	214
40	Former warehouse, Watson Square, Stockport	214
41	Bryant's Warehouse, Wellington Road North, Lancashire Hill	215
42	Lower Hillgate, Stockport	215
43	Castle Street, Edgeley	216
44	Stockport Market Hall, Market Place, Stockport	216
45	Kings Street West Bridge, Stockport	217

Plate		Page
46	Stockport Plaza Cinema, from Wellington Road South, Stockport	217
47	Northgate Road, Edgeley	218
48	Cuddington Crescent, Adswood	218
49	Merseyway Centre, Wellington Road South, Stockport	219
50	Wellington Road South, Stockport	219
51	Marple Locks (including a former canal warehouse to the left and lock keepers cottage to the right), Marple	220
52	Stockport bus station and Mersey Viaduct, view from Wellington Road South, Stockport	220
53	View from Mersey Viaduct, Stockport	221

1 Summary and Introduction

1.1 The project

The Greater Manchester Urban Historic Landscape Characterisation Project (GMUHLC) is being undertaken by the Greater Manchester Archaeological Unit (GMAU), based at the University of Manchester. It is funded primarily by English Heritage, with contributions from each of the ten local authorities which make up the Greater Manchester area.

The project began in July 2007 and is currently scheduled to finish in July 2011. Work is being undertaken by two Project Officers, Karl Lunn and Liz Forster, with additional support for the characterisation phases from Carolanne King and Sam Rowe. The project is managed by Norman Redhead (County Archaeologist for Greater Manchester, GMAU) and supervised by Lesley Mitchell (Historic Environment Record Officer, GMAU).

1.2 Context – the national HLC programme

The broad purpose of HLC

Since the early 1990s, there has been a growing awareness amongst those concerned with managing the historic environment that the scale of change within the landscape is a key factor affecting overall character. English Heritage have been developing characterisation as a way of understanding the processes that have created current landscapes, so that sustainable levels for change can be set which will allow character to be maintained.

County-wide Historic Landscape Characterisation (HLC) projects form part of a national programme supported and developed by English Heritage but carried out by local government, chiefly county council historic environment services. They aim, through a desk-based programme of GIS mapping and analysis, to achieve an archaeologist's understanding of the historical and cultural origins and development of the current landscape. They seek to identify material remains at landscape scale which demonstrate the human activities that formed the landscape as it is seen today.

HLC projects give broad-brush overviews of complex aspects of the historic environment. They provide a neutral and descriptive general understanding of the cultural and historical aspects of landscapes, and thus provide both a context in which other information can be considered and a framework for decision-making. Projects can be used to inform a variety of planning, conservation and management-led initiatives and strategies. Their objective is to promote better understanding and management of the historic landscape resource, to facilitate the management of continued change within it, and to establish an integrated approach to its sustainable management in partnership with relevant organisations.

Characterisation of urban areas

For the most part, Historic Landscape Characterisation has so far focused on patterns of rural land use. More recently, projects from the Extensive Urban Survey programme have been influenced by the characterisation methodology developed for rural areas. Both programmes have sought to understand the development of the historic environment and both seek to formulate strategies and frameworks for the future management of this resource.

Over the past twelve years the methodology of Historic Landscape Characterisation has developed, as new technologies utilising Geographical Information Systems (GIS) for the spatial analysis of historic environment data have emerged. Since

much of the landscape of the Greater Manchester area is of an industrial character, the traditional HLC approach of considering urban areas as separate from rural areas is inappropriate here. The Greater Manchester project will therefore form part of the development of the HLC application into more complex metropolitan areas, using a combined method that integrates the modelling approach of Historic Landscape Characterisation with that of Extensive Urban Survey. Projects dealing with similarly mixed areas are currently underway or have recently been completed in Merseyside, South Yorkshire and the Black Country.

1.3 Use of this report

Archaeological sites, findspots, historic buildings and landscape features are recorded on the Greater Manchester Historic Environment Record held at the Greater Manchester Archaeological Unit, archaeological advisors to the Association of Greater Manchester Authorities. It is important to consult this office at an early stage when dealing with a planning application that may affect areas of historical or archaeological interest, and on any other management issues and opportunities arising from this report.

2 Aims and Objectives

2.1 Overall aim

The overall aim of the project is to undertake a broad-brush characterisation of the landscape of Greater Manchester using GIS and a linked database which can be interrogated on a wide variety of data, and thus encourage the management and understanding of the landscape through the planning process and the formulation of research strategies.

2.2 Objectives for the Stockport study

There are four project objectives to be addressed individually for each district:

1. Characterisation of the visible historic environment of Stockport, involving the recording of character areas and their constituent attributes and components on the GIS database.
2. Analysis and interpretation of the characterisation data. This will involve:
 - Analysis and identification of landscape character types and historic character areas.
 - Assessment of the relationship between present character, past historical character and its context.
 - Identification of the potential for archaeological remains (both above and below ground), the historic importance and the current condition of the character areas and their key components.
 - Identification of the 'forces for change' acting on the character areas and their components.
3. Formulation of management and research strategies, including managing change within Stockport's historic environment. This will involve:
 - Advice on using the characterisation in planning to influence regeneration and other redevelopment proposals.
 - Informing the consideration of historic character within the Local Development Framework, including potential incorporation of the project results into Supplementary Planning Documents.
4. Outreach and dissemination throughout the life of the project. This will involve:
 - Dissemination of the project results and promotion of the resource to Stockport Metropolitan Borough Council, the University of Manchester, relevant regeneration agencies and the public.
 - Production of a CD-ROM.
 - A formal publication of the results as part of a final report at the end of the project.

Further objectives involving assessment of the character of Greater Manchester as a whole will be addressed in the final report once characterisation of all ten districts has been completed.

3 Methodology

An initial pilot phase for the project was carried out between July and October 2007. Following on from this are two phases of work for each district. Once work on all of the individual districts has been completed, there will be a final phase involving overall review, analysis and interpretation, the production of a report for Greater Manchester as a whole, and the archiving and dissemination of the results.

The two phases of work for each district comprise:

- Phase 1 Broad-brush characterisation: mapping and digitisation
- Phase 2 Report production, incorporating analysis and interpretation

3.1 Phase 1 – Characterisation

3.1.1 The character types

Before characterisation work could commence, it was necessary to define the landscape character types that would be encountered within the project area. HLC allows the creation of many different classifications of historic landscape types, each of distinct and recognisable common character. The distribution of landscape types can be mapped using GIS to define polygons; these are supported by written descriptions of the types and the historical processes that they represent.

Each polygon is assigned to one of the character types from the pre-defined set. There are two levels of character types, which allow mapping to be analysed at a broader or a more refined level of detail. For the GMUHLC, thirteen broad types of land use have been defined. These comprise:

- Unenclosed land
- Enclosed land
- Woodland
- Residential
- Ornamental, parkland and recreational
- Industrial
- Extractive
- Institutional
- Commercial
- Communications
- Water bodies
- Horticulture
- Military

Each of these 'broad' types encompasses a set of narrow HLC types with specific attributes. For example, the 'Residential' broad type includes 22 different narrow types, such as 'Social housing development', 'Terraced housing', 'Vernacular cottages' and 'Villas/detached housing'. For the full list of broad types and their definitions, together with their associated narrow types and attributes, see Appendices 1 and 2. The character types occurring within Stockport are discussed in further detail in Section 7.

3.1.2 HBSMR

The digital characterisation was undertaken utilising the HLC component of a system known as HBSMR. This is a database, GIS and photographic management system developed by exeGesIS Spatial Data Management Ltd specifically for local authority sites and monuments records (also known as Historic Environment Records, or

HERs). HBSMR utilises SQL Server and/or Microsoft Access for the database, and either MapInfo or ArcGIS for the GIS component. The system installed at GMAU uses MapInfo. The HLC component comprises a set of tables and data entry forms, and allows the polygons created for character areas to be linked easily with the related data. Using HBSMR has the further advantage that the HLC data can readily be viewed alongside existing HER data relating to archaeological sites, events and statutory designations. Some types of data, including references to sources such as historic mapping, can be linked to the HLC records where appropriate.

3.1.3 Defining character areas

Polygonisation for the GMUHLC is carried out by first looking at the current landscape using OS 1:10,000 mapping to identify discrete blocks of character. These could include, for example, the grounds of a school or hospital, or the extent of a housing estate of a particular date, looking at the layout of the streets and the types of houses to judge the approximate date at which it was built. The available historic mapping is then consulted to ascertain the previous land uses of the site and to confirm the date of origin of the type.

Time-depth is added to the record for each individual character area by identifying from mapping the character of the area in the past, assigning it to one of the character types from the defined set. If a site has been redeveloped or its use substantially changed more than once, further previous character types can be entered into the database, going as far back in time as examination and interpretation of mapping allows. For example, a modern private housing estate could have been built on an area cleared of 19th century terraced housing which was in turn built on enclosed land, giving one current character type and two previous types. Where features have been present in the past that are worthy of note but not significant enough to warrant the assignment of a further previous type, such as a single coal pit within an area of enclosed land shown on mid-19th century mapping, this feature will be noted in the 'Summary' field of the record associated with the polygon.

Where the extent of an area of modern character covers different character types that were extant at the same time in history (for example a modern residential estate covering the former site of a 19th century cotton mill with contemporary terraced houses and a villa set in a large garden), the predominant previous character type is identified and entered into the 'Previous type' field, and the presence of the other types is mentioned in the 'Notes' directly associated with this field.

3.1.4 Creation of polygons

Polygons were generally drawn using the 1:10,000 mapping, with edges refined using MasterMap. The scale at which the mapping was set whilst drawing the polygons varied according to the size of the area being drawn. Care was taken to ensure that the edges of polygons were as neat as possible given the time constraints of the project, and that edges joined up without leaving gaps which could cause the 'leakage' of subsequent polygons into inappropriate areas. Where character areas of different types were separated from one another by roads, the edges of the polygons were brought out to meet in the centre of the road, except where the road was itself a significant landscape feature forming a character area in its own right, such as a motorway.

Once a polygon had been drawn, any existing HER records with GIS points within the area of the polygon were linked to the HLC record, and the previous types and the attributes of the character area were defined. Any sources referred to in the

summary or notes were then linked to the HLC record, or new 'Source' records compiled where these did not already exist.

The characterisation of the Metropolitan Borough of Stockport commenced in September 2010, and was completed in January 2011.

3.2 Phase 2 – Report production, incorporating review, analysis and interpretation

During this phase, the character mapping has been used to analyse patterns of settlement and land use over time in the Stockport area, and maps showing key aspects of these patterns have been produced. Each 'broad' type has been considered in a dedicated section, with its defining characteristics outlined. The narrow types which occur in Stockport were then examined for each broad type in turn, and the role of the most significant types within the landscape was considered and discussed. See Section 7, below.

4 Documentary Sources

A wide range of resources were used during the course of the Greater Manchester HLC project. To define the current character, reference was made to the OS MasterMap. As this map is constantly being updated, a copy of the map as it appeared in 2006 was used throughout to ensure consistency over the four years of the overall project. The internet was of significance in providing information on the current use of buildings.

Post-1999 development was indicated by a comparison between MasterMap and the Cities Revealed aerial photographic survey of 1997-99. Of principal importance for ascribing dates of origin to current character types and for defining previous character were the historic Ordnance Survey 6" and 25" maps and the 25" National Survey of mid-20th century date (details of the editions consulted can be found in the 'Bibliography' section at the rear of the report). Yates's 1786 map of Lancashire was generally the earliest map consulted. Occasional reference was made to 18th century estate maps and the Mellor Township Map of 1836. Tithe maps for Cheshire, surveyed during the period 1836-51, were consulted on a website maintained by Cheshire East and Cheshire West & Chester councils.

All references to specific information in the historical introduction and the Residential, Commercial, Institutional and Industrial broad types introductory texts were taken from *Stockport: a History* by Dr Peter Arrowsmith.

The information stored on the Greater Manchester Historic Environment Record provided additional detail and archaeological depth. The HER contains details of archaeological investigations, monuments and stray finds, statutory designations such as Listed Buildings and Conservation Areas, and historic buildings of local interest. This project has benefited from being able to draw on a reliable and relatively up-to-date HER dataset, which resulted from an enhancement survey commissioned by Stockport MBC several years ago. This was part of the evidence base and heritage audit prepared to inform Stockport's Conservation and Heritage Strategy.

Further information on the Greater Manchester HER can be found at www.gmau.manchester.ac.uk

5 Introduction to Stockport

5.1 Location and administration

The district of Stockport is situated in the south eastern region of Greater Manchester. It is bordered to the north by the borough of Tameside and to the west by the City of Manchester. The county of Derbyshire borders the east of the area, with Cheshire to the south. The district covers an area of around 126km². The town of Stockport is historically the largest and most economically important settlement of the district. The Metropolitan Borough of Stockport was formed in 1974 as part of the creation of the County of Greater Manchester. The new borough replaced the former urban districts of Stockport, Bredbury and Romiley, Cheadle and Gatley, Hazel Grove and Bramhall, and Marple. These formerly lay in three separate counties: Lancashire, Cheshire and Derbyshire. The new borough consists of 18 townships.

5.2 Geology and topography

The highest elevation in Stockport occurs in the Pennine hills to the south east of Mellor, with a maximum height of 337m above sea level. The elevation drops in an east–west trend away from the spine of the central Pennines. The lowest elevation occurs on Stockport’s western border at East Didsbury, with a height of around 34m above sea level. There is a basic east–west division, with the Pennine foothills to the east of the district and the Cheshire plain to the west. The four main rivers of the area flow through the district in a generally east to west direction. These are the Etherow, the Goyt and the Tame, which combine to form the River Mersey. In some places Stockport’s rivers flow in steep-sided valleys that are characteristic of the district.

Topography played a part in the location of the district’s largest settlement, Stockport. The town is situated on a narrow crossing point of the River Mersey along an historic route to Manchester. Rivers were important in the district’s economic development, being the focus of early water-powered or water-consuming industry.

Geology also played an important part in the district’s development. The eastern part of the region is dominated by the Carboniferous period gritstone sequences of sandstone, shale and Coal Measures. These form a scarp and shelf landscape that is typical of the central Pennines. As these shelves descend to the east they are overlain by Permo-Triassic period marls and sandstones. Deposits originating at the end of the last ice age are characterised by boulder clay, which covers much of the district. As the district’s rivers meet the Cheshire plain, fluvial and glaciofluvial deposits of hill sands and river gravels become common. River terraces became favoured locations for later settlement, such as at Gatley and Cheadle. The lowland plains were also the site of the district’s former mosslands. These traditionally provided peat for fuel. The district’s mosses generally only survive as place name evidence in the modern landscape. Kitt’s Moss in Bramhall and Hall Moss in Woodford are obvious examples. Mosses were also present at Heaton Moor, Stockport Great Moor, Little Moor, Woods Moor, Bramhall Moor and Norbury Moor (the word ‘Moor’ indicating the presence of former mossland).

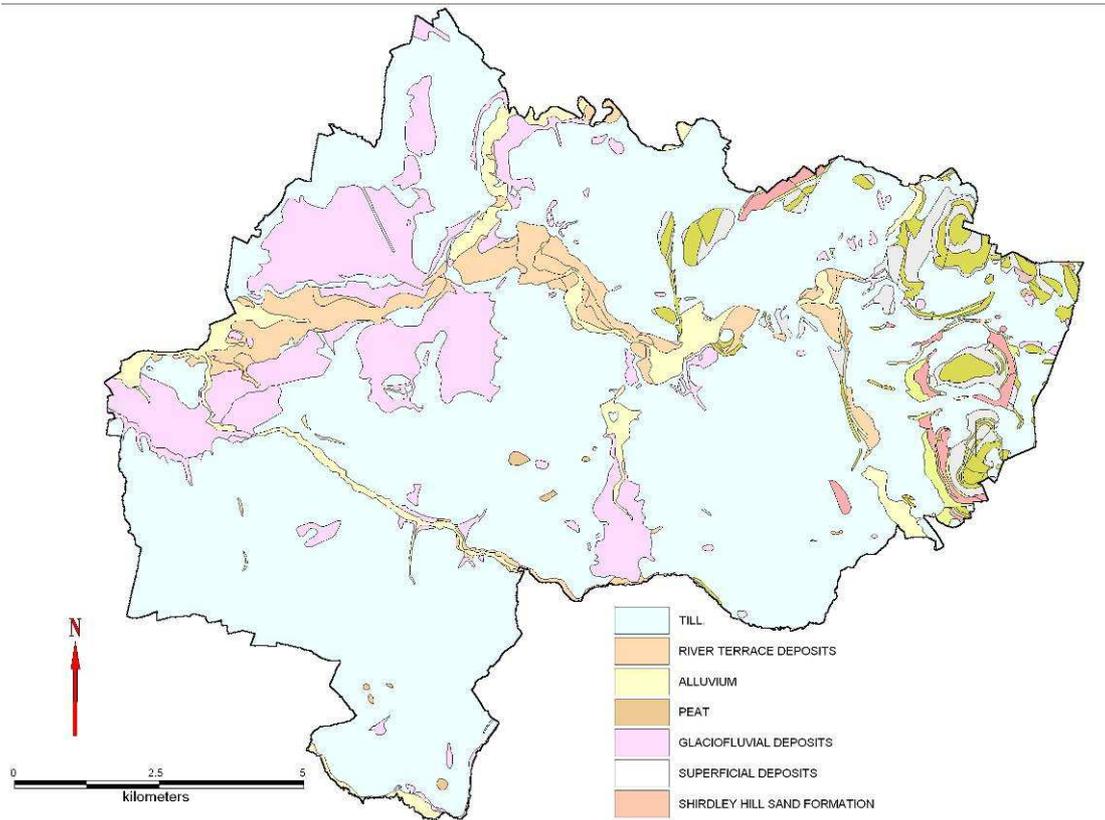


Figure 1 Stockport drift geology (British Geological Survey 1:250,000 scale data)

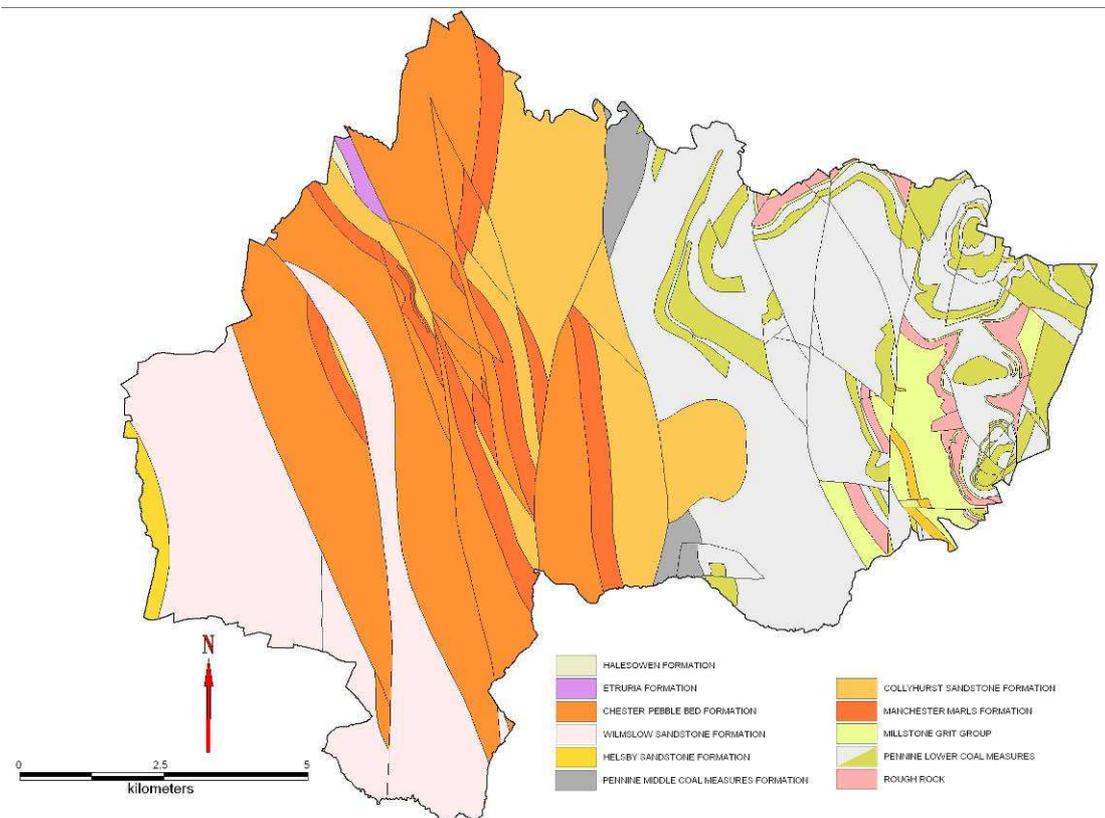


Figure 2 Stockport solid geology (British Geological Survey 1:250,000 scale data)

5.3 Archaeological and historical background

The enhanced Historic Environment Record for Stockport provides a good evidence base for identifying and protecting heritage assets, in accordance with Planning Policy Statement 5: Planning for the Historic Environment.

5.3.1 Early prehistoric Mesolithic

Although evidence from the early prehistoric period is generally sparse in Greater Manchester, our understanding of the early origins of Stockport district has been greatly enhanced in recent years by the work of the Mellor Archaeological Trust.

The earliest period of human occupation following the retreat of glacial ice after 10,000 BC is known as the Mesolithic period. The region's landscape at this time would have been characterised by woodland development which replaced the arctic-like tundra of the early post-glacial period. Although semi-permanent Mesolithic settlements have been recognised in the British Isles, evidence from the Greater Manchester region suggests hunting activity and a mobile lifestyle. This would have been based on the seasonal movements of animals and the availability of foraged food. Flint points known as microliths and the waste from flint tool production have been found in the Pennine uplands, particularly around Castle Shaw Moor in Rochdale, Saddleworth Moor, and around the Longendale valley. Probable temporary camps have been identified on Marsden Moor at March Hill. The implication is that people of this period were following the seasonal movement of game.

The lowland mosses of Greater Manchester were also exploited during the Mesolithic period. Lithic scatters were identified on a sand and gravel island at Nook Farm, Chat Moss, in Salford. Although evidence of the Mesolithic period is scarce in the Stockport district, it is likely that areas such as the Mersey Valley, the lowland mosses and the uplands were exploited during the Mesolithic period. Two known sites are the seasonal camp sites excavated at Mellor Old Vicarage garden, where early and late Mesolithic flints were recovered. Another camp site was located on the hilltop to the south at Mellor Moor. Here, a Mesolithic site had been disturbed by late Neolithic and Bronze Age activity. These discoveries suggest that Mesolithic activity in the district was endemic and that the identification of further sites is likely.

Neolithic and Bronze Age

The Neolithic period is marked in the British Isles by the introduction of arable cultivation, the introduction of foreign domesticated animal species (sheep and possibly cows), and the appearance of new technologies in the archaeological record. Arable and pastoral farming tied people to a particular location. This led to the appearance of longer-lived settlements and permanent ceremonial and funerary monuments. How much impact the Neolithic revolution had on the Stockport area is debatable. No confirmed Neolithic settlements or monuments have been identified in the district. Pollen evidence from other parts of Greater Manchester indicates short-lived woodland clearance on a small scale. The distribution of artefacts of the early and middle Neolithic period demonstrates little in the way of agricultural specialisation. The distribution of hafted implements is sporadic, but lithic tools associated with hunting are more commonly found. Evidence suggests a continuation of hunting practices with small-scale and temporary settlements engaged in horticulture and pasturage.

Prehistoric settlement in was discovered during runway construction work at Manchester Airport near Oversley Farm. The site produced houses and evidence of

farming. Occupation dated from the late Neolithic and continued into the Bronze Age. The site was located on a bluff of land overlooking a traditional crossing point of the River Bollin. (See Garner 2007). Evidence of the Neolithic period in Stockport comes in the form of flint projectiles, blades and scrapers and some hafted implements such as axes. The general distribution appears to be concentrated along or close to the Mersey, Goyt and Tame valleys. River terraces and higher ground flanking the valley sides could have provided favoured locations for settlement or activity. Sites like Oversley Farm suggest the types of locations where early prehistoric settlement could potentially be found in other Greater Manchester districts. A fine Neolithic chisel from Mellor Old Vicarage garden suggests Neolithic activity on the Mellor hilltop. Although it is possible there was settlement here, no associated features have been found.

The end of the Neolithic period is often described as the Beaker Period. Beakers were specifically designed pots which formed part of a new package of artefacts and cultural practices originating from Europe at around 2000 BC. The Beaker Period saw the introduction of metalwork into the British Isles. The distribution of large hafted implements changes from a general distribution in the Neolithic to concentrations on land with higher agricultural potential in the Bronze Age.

Until the end of the Neolithic period, funerary monuments frequently featured chambers containing multiple burials. In contrast, Beaker burials typically held a single primary inhumation burial accompanied by rich grave goods, which could include a beaker pot, weapons and hunting equipment. Burials were accompanied by food and drink offerings. The emphasis was on the high status of the interred individual. Common theory suggests this indicates the emergence of a warrior elite and the beginnings of organised state formation.

A change in settlement patterns appears to have occurred in the late Neolithic to early Bronze Age period in the Greater Manchester district. Britain was experiencing a climatic optimum during the Middle Bronze Age period which allowed for settlement at higher altitudes. Pollen evidence from various sites in the Greater Manchester area indicates permanent clearance of woodland and the appearance of cereals. Excavations at the Roman fort in the upper Castleshaw Valley in Oldham produced evidence of pre-Roman settlement in the form of a domestic Beaker assemblage. The site is situated in the centre of the valley with access to a wide range of environmental resources. It is ringed by prominent burial mounds which may mark the edges of a possible farming estate. Although no direct settlement evidence has been found in the Stockport district, Bronze Age evidence comes in the form of scattered lithic and metalwork finds, burial urns and funerary monuments.

Several Bronze Age burial sites have been identified in Stockport. Examples are present at Brown Low, Ludworth Intakes and Mellor Moor (plate 4). Many more have been lost. The pattern appears to be one of a hilltop distribution. The relationship between settlement and barrows is not clear, but it is likely that settlement was formerly present in the vicinity. It is also likely that some of these mounds did not occur in isolation; rather they would have formed part of a cemetery of barrows which have since been lost. The area has been intensely farmed, particularly since the medieval period. Mound material may have been reused for building and drystone walling. With the exception of the few surviving barrows, most Bronze Age evidence has been identified through chance discovery. Below-ground remains are almost certainly present. It is likely that thorough investigative research will reveal Bronze Age settlement sites and further funerary sites.

5.3.2 Iron Age and Roman transition

The hilltop promontory site at Mellor possibly provides the best evidence for Iron Age and Romano-British occupation in the north-west region. Extensive archaeological investigation was carried out in the period from 1998 to 2010. Evidence points to occupation of the site during many periods from the Mesolithic period to the present day. A flint chisel attributed to the late Neolithic was found during excavation in 2002. No evidence of Bronze Age settlement was identified during excavation, but artefacts and dating evidence indicated activity during this period. Other hilltops in the Mellor area demonstrate barrows and other funerary monuments from the time. The most significant Bronze Age find at Mellor was a flint dagger, typical of high-status mortuary deposits. There is a real possibility that the hilltop was permanently occupied. If so, a comparable site would be the hilltop enclosure at Mam Tor in nearby Derbyshire.

The most significant finds from Mellor date to the Iron Age and Romano-British periods. Excavations revealed a complex of ditches, post holes, pits and round house gullies. Several features were radiocarbon dated and produced evidence of Iron Age and Roman period occupation. The site was densely occupied over a long period of time. Agriculture was practised, probably with pastoral farming as the basis of the economy. Metal was worked on site and cloth was woven. There is also evidence of regional trade. Although the character of the site was native in tradition, a number of Roman artefacts were found. Numerous features and artefacts date to the 1st to 4th centuries AD. It is suggested that the Roman influence was cultural rather than military, with the nature of the pottery and other finds suggesting a high-status site. The hill may have had strategic importance during the Roman period and was clearly sited on an important east–west trans-Pennine trade route.

Ditched enclosure settlements are a typical feature of the Iron Age and the Romano-British period. So far twenty-three have been identified in Cheshire, Greater Manchester and Merseyside. Firm evidence from this time comes from the promontory site at Castle Steads at Burrs, north of Bury (HER Ref 78.1.0). Excavations and survey work in the mid- to late 20th century revealed an enclosed settlement defined by a single 5m to 8m ditch which cut off the promontory. Iron Age pottery and features that possibly related to huts were found in the interior. Radiocarbon dates ranged from 225 BC to AD 250. Excavations in gardens within the area of a former hilltop enclosure at Rainsough, near the southern edge of Bury district, produced pottery sherds with a similar date range (HER Ref 346.1.0).

Fragments of salt jars from Mellor and other local sites hint at a trade in salt, which was possibly used in the curing of meat. Quern stones and metal finds of the Iron Age have been recorded from the Castlefield Area of Manchester. Based on excavations and other evidence elsewhere in Greater Manchester, it can be anticipated that further late prehistoric remains exist in Stockport.

The Iron Age lifestyle in Manchester probably involved a continuation of the practices of previous ages along with the piecemeal introduction of new technologies and cultural practices. When the Roman army arrived in the area during the 70s AD it probably came across a partially cultivated landscape dotted with farmsteads, particularly along the river valleys and defended hilltops. A good regional summary can be found in *Mellor: Living on the Edge – a regional study of an Iron Age and Romano-British Upland Settlement* (edited by Nevell and Redhead).

5.3.3 Roman

The Greater Manchester district was under Roman occupation from around AD 70 to the end of the 5th century. The area was probably a frontier region, with Roman forts and settlement at Manchester, Wigan, Castleshaw and Melandra, near Glossop. The impact of occupation on local society was probably not as great as in other parts of the country. It is likely that local rural lifestyles continued into the Romano-British period. None of the large villa estates common in the south of England have been found in the region.

Occupation of Melandra, the Roman fort close to Stockport, was short lived – the fort was abandoned in the 2nd century AD. The fort at Manchester continued in use to the end of the Roman period but its associated settlement died out in the early 3rd century. The hillfort at Mellor was occupied into the Romano-British period. Although trade is evident, other evidence of Roman influence is superficial. The isolated find of a Romano-British quern stone at Siddal House in Bramhall is indicative of rural occupation. Another potential farmstead is indicated by earthworks on Castle Hill in Bredbury.

It is likely that the Manchester to Buxton road crossed the Stockport district. It roughly followed the line of the modern A6, although the actual route has never been confirmed. Other potential Roman roads in Stockport led to Melandra (near Glossop), Alderley Edge, and perhaps north across Werneth Low, to Castleshaw. In common with Roman roads throughout England, Roman finds such as coins and ornaments are concentrated along the routes.

It has been suggested that Stockport's Castle Hill was occupied during the Roman period by a military site. Antiquarians argued that the defensible position, the Mersey ford and the crossing of a Roman road at this point were conducive to settlement growth. Antiquarian accounts describe coins, ceramics, tessellated pavements and other Roman material from the Castle yard and Market Place area. These finds have not been authenticated and the evidence remains inconclusive. A cluster of finds, including coins, and a probable road alignment suggest a Romano-British settlement site at Cheadle.

5.3.4 Early medieval

The Roman period ended in the early 5th century AD. The medieval period formally began in the 11th century with the Norman Conquest. The intervening period is known as the Anglo-Saxon or early medieval period. In the Manchester region it is unclear whether the Anglo-Saxon conquerors entered the area to fill a power vacuum left by the removal of Roman rule or whether the native Romano-British inhabitants adopted Anglo-Saxon languages and culture. Around the 7th century AD, the Stockport area came under the control of the two northern kingdoms of Mercia and Northumbria. The Mersey and the Tame rivers may have acted as a boundary at this time.

Enough place names survive from the Anglo-Saxon period to provide evidence of early settlement and topography. A number have been identified in the Stockport district. The Mersey is a name of Old English origin meaning 'the river at the boundary'. Mellor meant 'bare hill'. Names ending in *le* or *ley* have their roots in the word *leah*, meaning 'clearing in a wood'. Cheadle is an example of this. *Tun* was an Old English word for farm. Brinnington, Heaton, Offerton and Torkington all have this suffix. Bredbury and Norbury may have had origins in the word *burh*, which can be translated as 'fortified place'. It is likely that these were settlements of significance during the early medieval period. They were both mentioned in the Domesday survey of 1086. Reference to a settlement in Domesday is a sign of longevity.

Laitone, Romiley, Bramhall, Bredbury, Norbury, Ludworth and possibly Cheadle all have a mention in the survey. The name 'Stockport' was documented in the 12th century, but may have earlier origins. *Port* may have the Old English meaning of 'market place'. Viking settlement is indicated by Chadkirk (*kirka*, 'church') and Cheadle Hulme (*hulm*, 'water-meadow').

A number of stone crosses dating to the Anglo-Saxon period and early in the medieval period have been identified in Stockport. The remains of two or three early crosses were found to the north west of Cheadle village. The best preserved example probably dated to the 10th or 11th century. The twin shafts known as Robin Hood's Picking Rods probably originated as the base shafts of Anglo-Saxon crosses. It is likely that many churches in the district had Anglo-Saxon foundations. This may be the case in Stockport, Chadkirk and Cheadle. Chadkirk may have originated as a chapel of ease, and the site may have had religious significance as a holy well before the chapel was built. It is likely that an Anglo-Saxon church was present at Prestbury ('priest's burh'). This settlement may have been the centre of an extensive parish which included Woodford and Poynton. Cheadle and Mottram may also have been parish centres. It is likely that parishes would have been served by a chapel and a priest.

A significant landscape feature that may date from the late Saxon period is Nico Ditch. This was a large boundary which ran for seven kilometres between Ashton Moss and Hough Moss (Moss Side). The origin of the ditch is debatable. It was a firm landscape feature by the 12th century, when it was described as a land boundary ('Mickle' or 'Great Ditch'). It is assumed that Nico Ditch predates the Norman Conquest and was possibly constructed as a boundary delimiting Saxon kingdoms.

5.3.5 Medieval

The Domesday survey does not provide a complete record of settlement in early medieval Stockport. It only recorded areas of administration; manors and estates. At the time of Domesday the area was divided into two administrative districts, the Stockport hundred and the Hamestan hundred of Cheshire. It is likely several important settlements and townships were missed out.

The period between the Norman Conquest and the middle of the 14th century (the time of the Black Death) was one of upheaval and change in the Stockport area. It marked the transition from Anglo-Saxon society to Norman feudalism. Saxon estates were taken over by Norman overlords, and the manorial system was established. Many of the district's political boundaries were established at this time. New settlements were founded, and large amounts of waste were brought under cultivation. Field patterns established during this time have endured into the modern rural landscape. The Borough was then divided between the parishes of Cheadle, Stockport, Manchester and Glossop. Cheadle and Stockport had established parish churches. Stockport grew to be the district's most prominent town and commercial centre; eventually it acquired a castle of regional importance.

Although Stockport probably had a market during the early medieval period, it was not granted market town status until 1260. The charter provided royal legitimacy and exclusivity which contributed to the town's economic success. Stockport acted as a central place for the district's rural produce, including livestock and corn. The fact that Stockport was granted borough status at around the same time is testament to the town's success. The borough charter allowed burgages to develop. Burgage tenancies were narrow plots of land which typically ran perpendicular to a high street or market place within a medieval town. Burgage plots held houses, warehouses, shops and workshops. This allowed for the rise of merchant classes. Local

mercantile interests were many and included the export of wool and textiles. Burgesses also had trade monopolies, access to common grazing land and turbage (fuel) rights. Those who held this status also had obligations to the Stockport manor, such as rental payments and an obligation to use the lord's corn mills and ovens. Stockport had a baronial court and a mayor by 1296. Stockport parish church probably dated to the late 13th century, with possible earlier foundations. A grammar school had been established by the 15th century.

Medieval features can be traced in Stockport, either as surviving building fabric in the modern streetscape, in street patterns or as below-ground archaeology. The market place formed the heart of the medieval town. The castle was likely situated at Castle Yard to the north of Market Place. Millgate, Hillgate, Underbank and Churchgate were present in the medieval period. The outlines of many medieval burgage plots can be traced on modern town plans. Staircase House is a surviving mercantile house that was established in the 14th century as a timber house which included domestic spaces, warehouses and workshops. It is a well-preserved example of a typical late medieval merchant's house. It is likely that beneath the town's stone frontages lie further medieval and early post medieval building fabric. Remains of Stockport's arable open field system are evident on 19th century mapping. It is probable that medieval strips were later reused as allotments.

While Stockport became a large and successful town, other medieval settlements in the district probably took the form of hamlets, scattered farms, cottages and halls. A few medieval halls survive. These include Bramall Hall and Higher Danbank (or Old Manor Farm) (plate 5). Archaeologists have unearthed evidence for a 12th century aisled hall at Mellor. 'De Melleur' was the name of the family who looked after the royal hunting forests at Macclesfield.

A number of high-status medieval houses were situated on moated platforms. Peel Moat is an example which survives on the golf course at Heaton Moor. Another example is at Broad Oak in Torkington. Whilst the platforms are visible, the halls themselves only survive as below-ground remains. The preservation of lower-status medieval houses is less well attested. A medieval long house at Apethorn Fold in Werneth is a rare surviving example. Medieval carvings in such houses suggest at least aspirations to high-status, however.

Medieval hamlets included Cheadle, Gatley and Heaton Norris. The landscape was organised into manorial estates in which tenant farmers paid rent in the form of tithes. The lord retained rights over milling, quarrying and building timber. Water-powered mills were a feature of many of the district's manors. Free holdings were rare until the late medieval period. Away from the large arable fields of Stockport, a mixed farming regime of arable and animal husbandry was probably practised, depending on the local environment. Rising populations encourage the piecemeal enclosure of former waste and forest. Many agricultural boundaries established in this period are still present in the modern landscape. A good example is at Birchenough Farm, Mellor. Towards the end of the medieval period sheep farming was practised in the uplands on a large scale. The intensification of sheep rearing was an indication of the growing importance of the local wool trade.

5.3.6 Early modern

The 16th to 18th century was a turbulent period during which society saw many changes. Although farming continued to form the basis of the economy, manufacture and trade grew in importance. This resulted in a rise in prosperity which enabled merchants and landowners to break free from manorial systems and invest in further

trade. The wealthy became the new elite who took an active interest in government and in social institutions.

Textiles lay at the heart of economic growth, both in the Greater Manchester area and within the wider North West region. Stockport was one of many local towns engaged in textile production and trade. In the Stockport district, woollens and linens were produced. During the early days of the textile industry weaving was accomplished on handlooms in domestic workshops. Spinning was similarly practised at home. Until the advent of the cotton industry in the 18th century, only a few materials were imported. Stockport's merchants organised trade, gathering the raw materials and employing local weavers to produce cloth for the open market. This was known as the 'putting-out' system. The trade proved lucrative for Stockport's merchants and a number of families rose to prominence. These families were proactive in improving the region through road building and canal construction. They also invested in social and charitable institutes. Separate industries associated with cloth finishing grew, including cloth cutting, fulling and dyeing. Coal mining grew in prominence as the textile industry made greater demands for fuel. Silk cloth production, button making and hat making were an important part of the district's industrial output. Small industries which supported textile production also benefited.

By 1637, Stockport was described as a 'populous and great Market Towne'. Population levels doubled during the 17th century. The town flourished as a market and commercial core. The fairs and markets still dealt in local produce, livestock and foodstuffs. Trade was regulated by the Market House, present by the late 17th century. The town was well served by inns and beer houses. Shops were frequently mentioned in the 16th and 17th centuries. They dealt in such commodities as weapons, cutlery, books, haberdashery, groceries and clothes. The town significantly expanded and many houses were rebuilt or refronted at this time. Stockport's Underbank Hall and The Three Shires buildings survive from this period.

The populations of rural areas also grew. Hamlets developed into small urban centres. Piecemeal enclosure continued to occur, but population pressure caused the further enclosure of open town fields, commons and wastes. The 16th and 17th centuries saw significant changes in patterns of land ownership. The Dissolution freed land that had been owned by the church. The manorial system was coming to an end, with much land being sold off to freeholders who had become wealthy from the successes of the textile trade. They aspired to be the new elite and built houses accordingly. Woodford New Hall, Cheadle Moseley Hall, Mellor Hall and Halliday Hill Farm are examples from this time.

The Reformation caused some of Stockport's medieval religious buildings to be replaced. Many new churches and chapels were built, and the number significantly increased after an Act allowing freedom of worship (the Act of Toleration) was passed in 1689; this allowed for the creation of Nonconformist meeting houses and chapels. The late 18th and 19th centuries saw a peak in chapel and church building due to the introduction of many new Nonconformist religions, the re-acceptance of Catholicism, and the growth of new settlement. Many new Anglican churches were built and earlier churches were replaced or improved.

5.3.7 Industrial period

By the end of the 18th century the textile industry was firmly established in the Stockport area. Silk was the district's first true industry. Stockport's first silk mill was constructed in 1732 in the area to the northeast of the town formerly known as 'The Park'. The mill was water powered, utilising specially constructed sluices. A water-powered corn mill was also present in this area. The construction of silk mills began

in earnest thirty years later. Mills were built at Stockport Market Place, Hillgate, Lower Hillgate, Cheadle and Heaton Norris in the 1760s and 1770s. The Tin Brook valley and Adlington Square area became a focus of further development. Mills and other works such as hammer forges at this time had to be constructed adjacent to water sources, partly for power (Plate 21). It is estimated that a third of Stockport's workforce was employed by the textile industry by the end of the 18th century.

The change to cotton manufacture occurred after the 1770s, when the silk industry suffered a decline while the cotton trade expanded. Initially the cotton industry was domestic in scale, frequently employing rural labour. The late 18th century was a period of rapid building in the Pennine region. It was in this period that the loom houses with long rows of multi-light windows typical of the central Pennine district were constructed. Proto-textile mills and other works were small to medium-scale buildings, and were often converted workshops. They were horse or water powered and employed only a few people (Plate 7). Early mills explored technical innovations which provided automatic processes for scribbling, carding, slubbing and spinning. These mills supplied yarn for cottage weavers. Flourishing weavers became more organised and workshops became larger and more formal in design. Finished cloth was sent to separate mills for bleaching and dyeing. Further innovations allowed for the more rapid spinning of yarn and weaving of cloth, but new machinery required special buildings with a reliable water source and a dedicated trained workforce.

Like silk mills, early cotton mill machinery was water powered. The need for water thus dictated the location of early cotton mills. Stockport's first dedicated cotton mills were converted from silk mills. Castle Mill was a cotton mill built by the lord of Stockport Manor, Sir George Warren, in 1778. It was constructed to an unusual oval plan on the site of Stockport's medieval castle. Water was supplied via tunnels. The period between 1700 and 1780 also saw the introduction of textile dyehouses, bleach works and print works. Stockport town was the centre of these new industries, although works are recorded from other parts of the district. Hat making was established in Stockport in the 17th century and spread to other parts of the district during the 18th century. This industry relied on felt, which was initially imported. By the 18th century, however, felt makers were also present in the district.

Coal mining was an active industry in the 18th century. Coal had a domestic use but also supplied the local brick-making industry. Stockport's first mechanical engine was a Newcomen atmospheric engine which pumped water at Norbury colliery around 1764.

The nature of 18th century industry required a dedicated workforce. This population had to be housed, fed and supported by a social infrastructure. Stockport became the district's centre of industry. In support of the town's wealthy industrialists and the general workforce, a growing host of artisans, merchants, craftsmen and shopkeepers operated. The population was dependent on the market and shops for food and commodities. On the peripheries of Stockport's commercial and historic urban core, a Georgian new town was constructed. Much of the 18th century expansion of Stockport occurred along Chestergate, Church Gate and Hillgate (Plate 11). Former common and glebe (church) land was utilised for urban development. Many terraces, yard developments and town houses were constructed at this time. Most new builds were of brick. The historic core of Stockport became a mix of old and new dwellings, warehouses, inns, assembly rooms and shops. Several historic houses were modernised (Plates 40 & 42).

During the 17th and 18th centuries population levels in rural areas were also rising. Rural industries were becoming more diverse and of greater economic significance.

Settlement tended to nucleate around industrial sites. Dedicated industrial workers no longer engaged in food and craft production required an economic infrastructure. This encouraged the growth of new rural settlements with shops, warehouses, inns and social institutes. Cheadle was the second largest town in the district during this time.

Farm produce was still important for rural economies. Oats were grown for domestic consumption, whilst wheat was a cash crop. Pastoral farming was prevalent, with local cheeses being sold at Stockport Market. The late 18th century was a time of large-scale land enclosure. This was accomplished initially by formal local landowner agreements and later by parliamentary consent. The division of land was undertaken by appointed parliamentary commissioners. A lot of new enclosure was on marginal land with limited agricultural potential such as moorland edges. New breeds of sheep, improved drainage techniques and scientific improvements in agricultural techniques made this possible. Commons were also enclosed, which led to a loss of commoners' rights.

All this new enclosure produced a dramatic change in the landscape. Farms were rebuilt on the prescribed principles of model farms. Larger farms were modelled on the estates of the gentry (Plate 8). Fields of this time are characteristically straight edged and large. They were planned on a map rather than developing organically over time. Earlier piecemeal enclosure was agglomerated and reorganised. The driving factors for new enclosure were both economic and social. Large sheep pasture ranges were lucrative. The inheritance system worked at a disadvantage to small farms as estates were divided between siblings. This led to smaller and economically unviable farms. The solution was to increase the size of land holdings through the intake of new land. Many new farms were constructed in upland areas. These were often given names like 'Cold Comfort' 'Shiloh', 'Loftytop' or 'Windyharbour', which reflected the difficulties of living and working in these marginal environments. Some of these intake farms now lie abandoned.

The 18th and 19th centuries were an important time for the opening up of communications routes and the construction of entirely new ones. Turnpike roads were designated by Acts of Parliament and managed by local investor trustees. Several were constructed throughout Stockport district. Wellington Road, for example, part of the modern A6, was built by the Manchester to Buxton Trust (established by a Turnpike Act of 1724). Turnpikes were well managed roads which increased the efficiency of wheeled transport, allowing carts to supersede the pack horse as a method for transporting goods. Turnpikes encouraged new settlement along main routes, thus influencing urban development. Bullock Smithy (now part of Hazel Grove) is an example.

However, the impact of turnpikes was relatively slight when compared with the introduction of canals. Stockport's Peak Forest Canal was completed by 1799 and the Stockport Branch of the Manchester and Ashton Canal opened in 1797. The latter terminated at Lancashire Hill. The canal had an important effect on local industrial development. Coal wharfs supplied local foundries and textile mills, creating an industrial corridor. Finished goods were then transported out by way of the canal. An attempt was made to connect this canal with collieries at Haughton Green. A small settlement of warehouses, yard developments and shops arose on Lancashire Hill. This branch of the canal has now been filled in and the settlement has largely been redeveloped.

A good surviving example of 18th and early 19th century canal heritage is present on the Peak Forest Canal at Marple Locks. The site includes lock flights, wharfs,

basins, canal houses and a fine example of an early 19th century canal warehouse (Plate 51). This canal was established principally for the transport of lime. Surviving kilns form part of the canal landscape.

An Act of Parliament in the 1720s allowed for the River Mersey to become navigable by boat between Liverpool and Manchester. Canals in the area had the effect of linking Stockport to Manchester and thence to world markets. The third canal in Stockport district was the Macclesfield Canal, which ran south from Marple. Works on this canal were completed by 1829. Like the other canals, it brought in coal and took finished products out. This canal was quickly superseded by the railways however, and its impact on Stockport's landscape was less great.

In the early 19th century industry underwent massive expansion in the Stockport area. Between 1779 and 1841 the population rose from 5000 to an estimated 28,431. The town expanded and commerce also grew. The cotton industry was at the heart of this growth; cotton mills and industrial settlement came to dominate the 19th century landscape (Plate 22). Initially rivers provided power and this influenced the positioning of early mills. Some were constructed in semi-rural areas, such as Samuel Oldknow's Mill at Mellor. Other industrial centres could be found at Cheadle, Compstall, Offerton, Torkington and Chadkirk. The mills of Stockport town were concentrated along the Mersey and the Goyt, particularly around Portwood, Edgeley, New Bridge Lane and Woodbank. The introduction of steam-powered machinery enabled the construction of mills near transport routes, allowing the centres of industry to shift. Canals became industrial corridors. The boom in cotton mill construction began in the early 1820s and reached its peak at the end of the 19th century.

Machinery and the practicalities of production influenced the design of mills. They became large multistorey structures where different aspects of the textile manufacturing process occurred on separate floors. Engines had special houses. Warehouses and offices were also built. Special large-scale weaving sheds were constructed with characteristic saw-tooth multi-light windowed roofs. Finishing works such as dye or bleach works still required large amounts of water for industrial processes. These continued to be situated next to water supplies, with a greater reliance on reservoirs. The contribution that hat works, breweries, engineering works and other industries also made to the district's economy cannot be underestimated (Plates 23, 24 & 25).

The requirements of local industry caused a boom in coal mining. Large collieries were present at Norbury, Bredbury, Marple, Ludworth and Mellor. There were a number of local engineering works that made machinery for the textile industry. The Bredbury Steel Works was established in the early 19th century. The Wellington Boiler Works, Lancashire Hill was established in 1863. Other 19th century examples of engineering works included the Heaton Norris Foundry (Iron and Brass) and the Woodley Iron Works. Works at this time were generally local, specialised and on a small to medium scale (Plate 26). Further works were constructed in the early 20th century.

Individual collieries, textile mills and other industrial works could employ several hundred people. Enterprising industrialists and property speculators bought large amounts of land for the construction of terraced housing, which were built close to the workplaces. Communities of industrial workers grew at Edgeley, Bredbury, Portwood and Heaton Norris (Plate 12). Edgeley provides a particularly large and well preserved example. Shops, churches, schools, community halls, municipal cemeteries and parks were created at about the same time (Plates 30, 33, 34 & 39).

Many new 18th and early 19th century high-status houses were built for the rising wealthy industrialist classes (Plate 9). This was also the time of smaller mill town development. Mellor, Compstall, Bredbury, Ludworth, Portwood, Reddish, Brinksway, Romiley, Hazel Grove and Heaton Mersey owe their current form to the textile industry. Later, the advent of trams and buses allowed for the development of further villa suburbs on urban peripheries (Plate 10). Farmland became private parkland and park estates associated with large detached houses.

The arrival of the railway and the introduction of tram systems had a significant impact on the landscape of Stockport. It facilitated the more rapid transportation of goods and people, and allowed the development of out-of-town suburbs. The first railway reached Stockport after the completion of the Mersey Viaduct in 1842, providing a direct link to Manchester and London (Plate 52). A connection to Buxton was in place by 1863. Mid 19th century rail links were also made to Altrincham, Hyde, Godley, Trafford, Hardy, Sheffield and Liverpool. Railway goods yards became prominent features in the Stockport landscape. Stockport town was the main transport node. Several goods stations were present, particularly in the Heaton Norris and Spring Bank areas. Heaton Norris demonstrates a fine surviving railway warehouse constructed in 1877 for the London and North Western Railway Company (Plate 41). Many small railways and tramways were constructed to serve specific industrial sites and collieries. The railways continued to be intensively used by industry into the post-war period, when they were superseded by road transport.

Stockport's core saw massive redevelopment in the mid to late 19th century. A rise in consumerism encouraged trade. Shops, trade halls and retail warehouses were constructed. Stockport's market place was improved (Plate 44). Many new churches and chapels were also built (Plate 29). The borough authority took on a greater role in improving education, public health and social welfare by enforcing housing regulations, providing services such as water and lighting and building hospitals, sanatoriums, schools, libraries and workhouses (Plates 33 & 34). Vernon Park was opened in 1858 and the Technical School in 1889. Stockport's prestigious town hall was officially opened in 1908 (Plate 35). Mersey Square became the focus of new municipal development. All this improvement was supported with wealth generated by the textile industry.

5.3.8 20th century

In the early 20th century and the interwar period, industry went through a phase of decline due to competition from other countries, national economic depression and shrinking world markets. This led to unemployment and bankruptcy in Stockport. By the late 1920s mill building here had ceased. Some textile sites were taken over by electrical, chemical and light engineering firms. Others were completely abandoned by industry; some areas of traditional industry now lie derelict (Plate 28). Other sites were reused or redeveloped, and new estates of medium to large-scale sheds were developed at edge-of-town locations. After a brief revival in the 1950s, Stockport's last three large spinning mills closed in 1959. The spinning capacity of Stockport in 1962 was at an eighth of its capacity in the previous decade.

With the decline of textiles, engineering rose to become a staple industry (Plate 27). The Craven Brothers, who relocated from Manchester to the Vauxhall Works on Greg Street in Stockport in 1900, were one of the country's leading crane manufacturers. The firm of Henry Simon Ltd, which produced flour-milling machinery, opened in 1926 at Cheadle Heath.

Car and aeroplane manufacture were introduced into the district in the early 20th century. The First and Second World Wars stimulated demand for military aircraft in

particular. A factory which produced bombers was built in 1917-18 by Crossley Motors Ltd at Heaton Chapel. After the First World War the site was used for car manufacture, but in the 1930s aircraft manufacture recommenced. A second factory adjacent to the first was built in 1938. After the Second World War, this was used for the manufacture of buses. (See HER record 2261.1.0).

In the southern part of the district, Woodford Aerodrome was opened in 1924 by A.V. Roe & Company (Avro) to receive components from its sites at Newton Heath and Chadderton, carry out final assembly, and undertake test flights. The Woodford works is still in operation today.

The commercial development of Stockport's town core continued into the early 20th century. The Plaza cinema dates from this period. The two World Wars had an impact on local economies in the mid 20th century, but the economy recovered in the 1950s. Demolition and redevelopment in the mid and late 20th century significantly altered the appearance of many parts of Stockport. Developments of this time within Stockport town included the building of a new market hall, new civic buildings, the enlargement of Stockport College and construction of the Merseyway precinct, which culverted the River Mersey and replaced early 19th century urban development (Plates 37, 38 & 49). The Saint Thomas's Church area of the town, which was formerly occupied by industrial works and terraces, now contains multistorey flats and social housing (Plates 16 & 17). Modern development also includes multistorey office blocks (Plate 50). The former goods yards at Stockport Station are now occupied by a leisure centre. The former Park Mills and Great Portwood Street areas, which were important for early industry, have recently been redeveloped with industrial estates and large-scale retail outlets.

Government Acts and social welfare reforms placed a requirement on local government to make provision for better education and healthcare. Schools and hospitals were built to serve the rapidly expanding populations. The 20th century was also the greatest era of house-building that had yet been seen. Private developers were responsible for planned estates of middle class semi-detached and detached houses. In the early post-war period, the number of people living in Cheadle, Gatley, Hazel Grove and Bramhall more than doubled. The Marple, Bredbury and Romiley suburbs also saw increases (Plate 13). The building of social housing in Stockport began en masse after the First World War. A 1919 housing Act required local councils to provide homes in areas of housing shortage. Building occurred on a large scale on low value agricultural land at the edges of towns. A notable example in Stockport is the Adswood estate (Plate 14).

From the mid 20th century onwards, former 'slum' terraced houses were being cleared for new social housing development. Estates around Portwood and Hillgate are examples of this. Estates were planned with local facilities such as shop parades, pubs, churches, schools and recreation grounds. The social housing boom had peaked by the late 1970s (Plate 15). Notable examples include multistorey flat developments at Lancashire Hill and Mottram Street (Plate 16). The last 30 years have been characterised by continued renewal and the improvement or replacement of obsolete social housing designs. This has occurred particularly in run-down estates in an effort to improve living conditions and address social problems (Plate 18). The town core has partially been redeveloped with apartments (Plate 17). Local authority involvement continues to the present day, with new homes being constructed by private developers in partnership with the civic authorities and housing associations.

The 20th century also saw significant changes to transport networks. Local railway lines and tramways went out of use in the early post-war period. Manchester International Airport in neighbouring Manchester City district was founded as an aerodrome in the 1930s. This was significantly expanded in the early post-war period. Its impact on the landscape spread further than the site of the airport itself, with new road infrastructure built to serve it in the later 20th century, including the A555 Manchester Airport Eastern Link Road north of Woodford. Provision for road transport in general was massively increased during the 20th century. In the late 20th to early 21st century the M60 motorway was built through Stockport. Modern motorways, junctions and trunk roads represent significant landscape features.

Improvements in the public transport systems and roads had perhaps the greatest impact on urban development. Large areas of workers' housing at Lancashire Hill and Portwood were lost through the construction of the M60 (Plate 53). The impact was perhaps as much social as physical. Roads allowed more people to live away from the workplace. Large-scale urban planning and design from the early 20th century onwards took traffic flow and road access into account. The Kingsway at Cheadle is an example of an early 20th century parkway designed to facilitate the flow of traffic from Manchester. Kingsway enabled suburbs such as Cheadle to develop. Road transportation also led to the development of large out-of-town trade parks, superstores, retail parks and industrial estates.

Several parks were created by the Stockport Corporation during the 20th century. Former elite residences and associated private parkland such as Bramall Hall, Torkington Hall, Mauldeth Hall and Woodbank Hall were acquired (Plates 5 & 19). Stockport MBC also partly finances the management of Lyme Park. The reservoirs associated with the Sykes Bleachworks in Edgeley were landscaped in the 1980s. Together with the former private gardens associated with the Sykes's house, these form Edgeley Park. Canals have also been developed for leisure pursuits. Some have been filled in and used as green ways (Plate 20). This has been accomplished with the cooperation of district councils, the British Water Board and dedicated volunteers.

The late 20th and early 21st centuries have seen the implementation of several ambitious heritage projects. These include the restoration of Chadkirk Chapel, and the development of the Chestergate air raid shelters and Wellington Mill as visitor attractions. In Stockport town centre, Staircase House has been renovated as a museum and the 19th century market hall has been restored. Despite modernisation, the historic core of Stockport has retained much of its historic character compared with other Greater Manchester districts. There is high potential for further identification of historic remains.

Unless stated, all references to specific information in this historical introduction were taken from *Stockport: a History* by Dr Peter Arrowsmith.

6 An Overview of Stockport's Historic Character

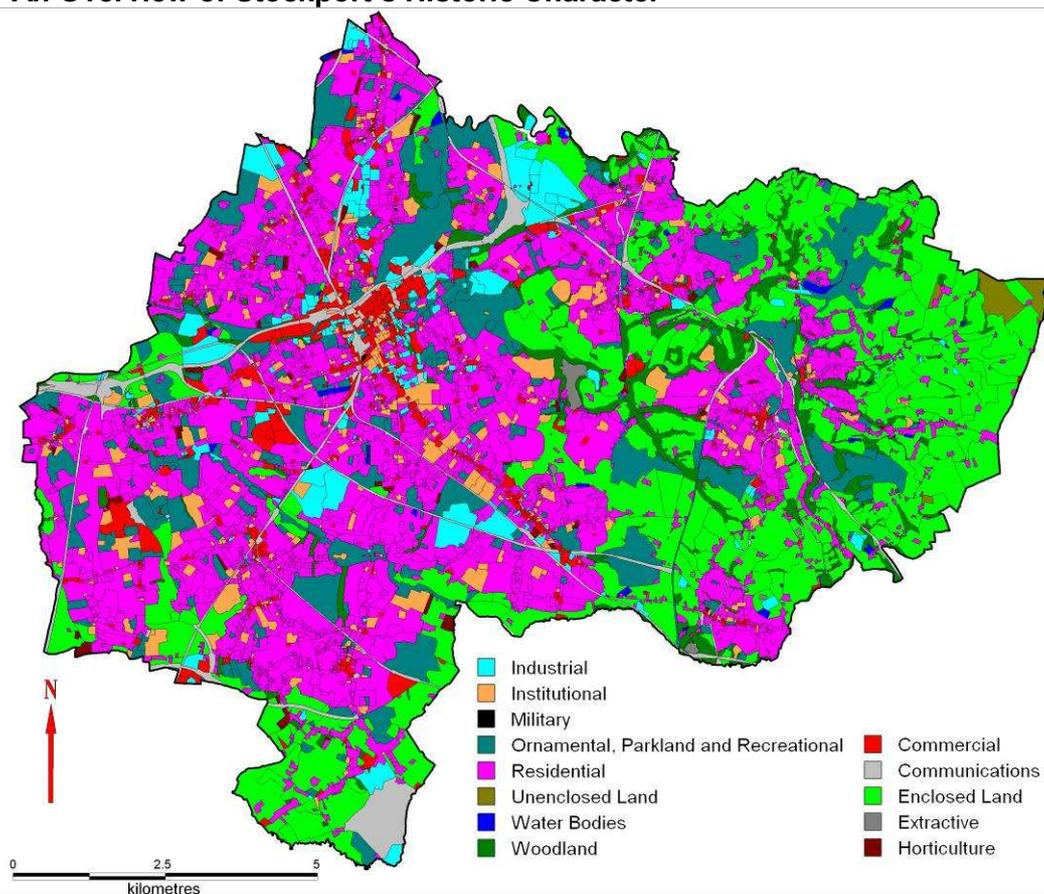


Figure 3 Map showing the borough of Stockport by broad character type

Around a third of Stockport consists of non-urban landscape. This is either enclosed agricultural land, woodland or open space used for recreational activity. Of these categories, the one covering the largest area is Enclosed land. The non-urban land generally falls within the eastern half of a roughly north–south divide across the district. Small patches of upland moorland survive in the far eastern part of the area around Ludworth. On the moorland fringes, historically late intakes are evident. The district's historic mosslands had largely been enclosed by the mid 18th century. In other areas, surviving agricultural land tends to be piecemeal and ancient with dispersed well preserved farms, halls and folds (Plates 1 to 3). There has been a tendency for farms and their associated outbuildings to be converted to private residences in the late 20th century. Where undeveloped land extends into the urban cores, along river cuts, it tends to have been utilised for recreational purposes.

It is likely that during the medieval period Stockport and Cheadle were the largest settlements in the area. Other settlements probably did not attract significant urban development until the early industrial period. Stockport's town core retains much of its medieval and early post medieval street pattern and boundaries, with some survival of historic building fabric. There is a high potential for further remains to be discovered as hidden building fabric or below-ground remains.

As the hatting, silk, button making, textile finishing and later cotton industries made an impact, the town of Stockport expanded with new mills, yard developments and terraced houses. The southern part of the town demonstrates better survival than the north, with remnants of 18th and 19th century workers' housing, townhouses, warehouses, inns and shops. The current emphasis on development in the

immediate town core seems to be on restoration. A striking feature of Stockport is the ribbon development along Buxton Road, Stockport Road, Manchester Road, Reddish Road and Hall Street. Development along these streets is fine grained with a mix of historic (often ancient) and modern buildings with residential, institutional and commercial types represented. New development here is piecemeal.

Outside Stockport, areas with a fast and ready supply of water attracted early industry, with fulling mills, finishing works, water-powered forges and early water-powered textile mills. The eastern part of the district contains many relict landscapes. Settlement nucleated around rural industries. For example, Marple had a mill, works, houses, shops and institutes, but the town remained relatively small during the 19th century. Figure 4 below shows the small 19th century industrial settlement associated with Offerton Hat Works, a settlement that has now been subsumed by modern development. Mining had a similar impact on settlement, whilst canal basins at the end of the Manchester and Ashton Stockport Branch Canal attracted settlement at Lancashire Hill. Evidence of this settlement has largely been obliterated.

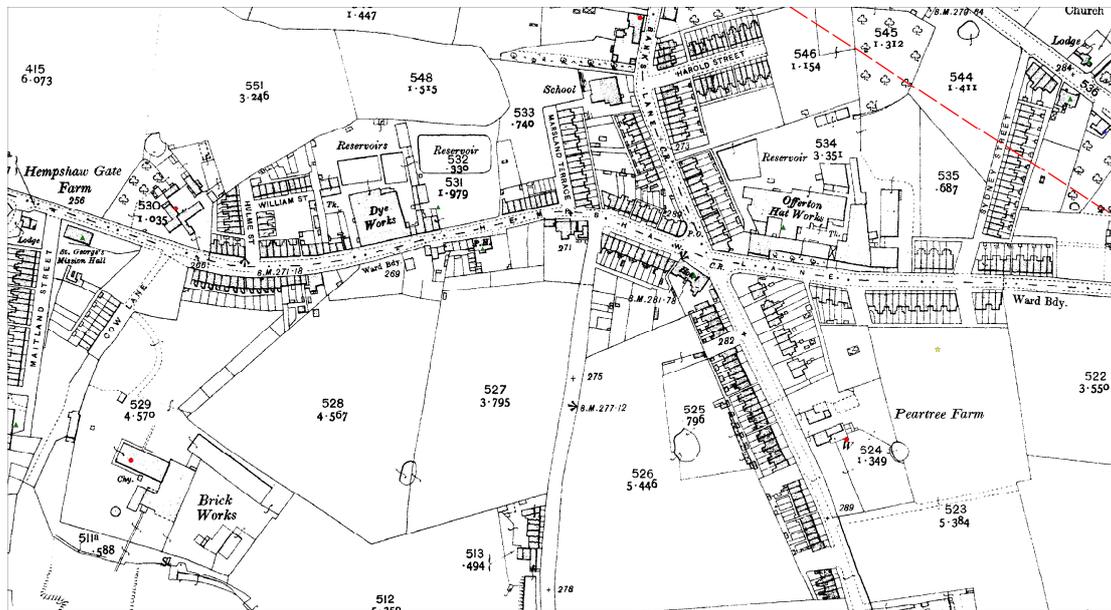


Figure 4 Settlement associated with Offerton Hat Works and other industry in the early 20th century (OS 25th 2nd revision Cheshire map, 1909-10)

Stockport's small towns, such as Cheadle, Hazel Grove, Marple and Romiley, did not really develop in the rural hinterlands until the advent of passenger railways and tramways, which allowed people to live away from their places of work. Marple then developed as a commuter town. It also became popular as a leisure destination with rural walks and visitor attractions such as the Roman Lakes. The Victorian heritage of Marple and similar towns is well preserved. However, like other places in the region the character of these areas is under threat from piecemeal redevelopment, garden encroachment and insensitive modernisation.

Cheadle similarly developed as a commuter town after the introduction of the railway in 1844. Cheadle and the Heaton had large villa estates. Many former Victorian mansions in these areas have been replaced by 20th century development. Hazel Grove is another settlement typical of 19th century suburban development. Late 19th century mapping depicts a ribbon development of terraces, institutes and shops along London Road. Gridiron developments of terraces and semi-detached houses formed zones around the settlement core. A number of larger villas with large

gardens were also present. The original ancient hamlet of Brewers Green immediately to the north was largely subsumed in the 19th century. Bredbury and Offerton developed in a similar way, existing as small hamlets until the introduction of the railways in the mid to late 19th century. Preservation of the 19th century landscape in these areas is piecemeal. Cale Green is an example of a 19th century suburb on the periphery of Stockport, with a well preserved mix of villas and higher status terraced houses.

As the suburbs of Stockport were expanding, the town core was becoming redeveloped. Commercial and industrial zones developed around the railway goods yards at Stockport Station, Travis Brow and Tiviot Dale. Some industrial sites had dedicated sidings. These areas have mostly been redeveloped but many retain their original site perimeters. Many parks and cemeteries were founded during the 19th century. Surviving examples include the Borough Cemetery, Hollywood Park and parts of Edgeley Park. Late 19th to early 20th century development along Wellington Road South features several high-status civic and social institutes from this time. The commercial core of Stockport was redeveloped with a new market hall, theatres, warehouses, department stores, banks, shops and hotels. Mersey Square developed as a tram terminus. Victorian redevelopment of earlier phases of the town was not wholesale. There is evidence that properties were refronted rather than replaced. Some town houses probably underwent commercial conversion. Much of the town depicted on 19th century mapping remains largely intact, with some erosion to the north around Mersey Way and Warren Street. Elsewhere redevelopment has been piecemeal (see figure 5).

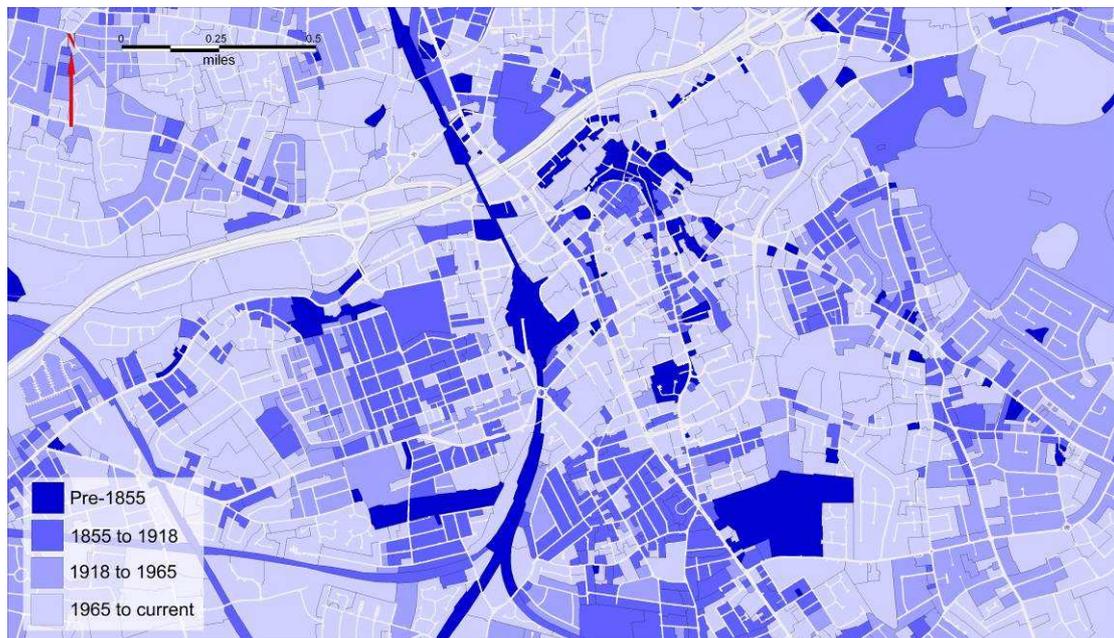


Figure 5 Detail of Stockport town centre area by period of origin

The greatest amount of urban development in Stockport occurred during the 20th century, with residential development having the biggest impact by area. Cheadle, Gatley, Hazel Grove and Bramhall continued to develop, with populations more than doubling in the interwar period. Medium to large-scale housing estates were built, with development generally occurring on agricultural land situated on the urban peripheries. The western part of the borough is the most urbanised, with development probably being facilitated by the more gentle topography of this area.

Notable examples of early to mid 20th century large-scale housing estates can be found around Heaton Norris, Cheadle, Gatley, Cheadle Hulme, Bramhall Green, Reddish and Stockport Little Moor. Housing development of this period in the eastern part of the borough tended to be smaller in scale, occurring around Marple, Bredbury and Hazel Grove. Figure 6 below shows 19th and 20th century urban development in the Hazel Grove area. Earlier 20th century estates largely survive but demonstrate modernisation. In the later part of the 20th century estates continued to expand around existing development. It was also during this time that much of Stockport's workers' housing was replaced through urban regeneration schemes. It is estimated that 43% of terraced houses have been lost.

The Ornamental, Parkland and Recreational broad type requires a special mention as these sites account for 13% of Stockport district. Although some parks were established as small to medium-scale private or municipal parks during the 19th century, most of the recreational land in the district originated in the 20th century, with golf courses occupying the greatest area. Many of Stockport's parks were converted from former private parkland associated with high-status historic houses. Where this is the case, historic landscapes have been preserved but may be under threat from the construction of modern recreational facilities.

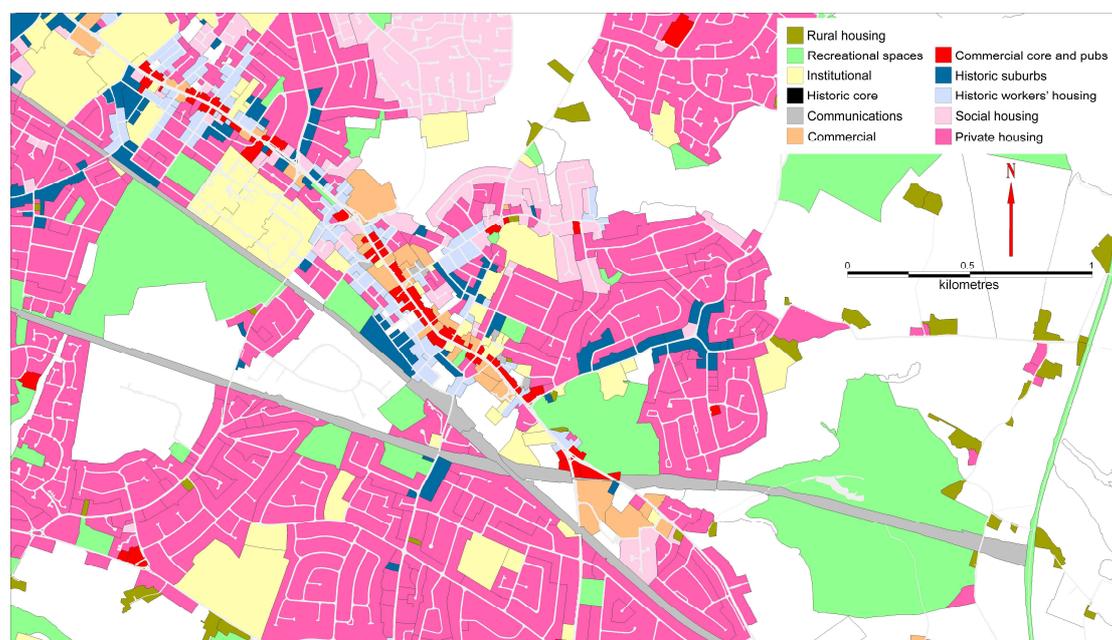


Figure 6 Detail of the Hazel Grove area depicted as zoned housing types

Since the 1970s the M60 motorway has been built, crossing through the district, and local road networks have been improved. Road had replaced rail as the main medium of goods transportation by the late 20th century. This led to the development of large-scale business, retail and industrial parks on the edges of towns. Former zones of industry around Stockport and other parts of the district have become redeveloped with modern industrial and commercial sheds. Engineering has become the staple industry in the district, particularly to the south of the region, with large-scale works at Woodford. Many of the mills that were abandoned by the textile industry in the early and mid 20th century were later re-occupied by different firms. This has ensured the survival of at least some of Stockport's historic mills and warehouses. Many surviving mills are nonetheless in a state of semi-dereliction.

Demolition and redevelopment in the later 20th century significantly altered the appearance of many parts of Stockport. Large mid to late 20th century developments within Stockport town included the building of a new market hall, the construction of the Merseyway precinct, new civic buildings and the enlargement of Stockport College. The Saint Thomas's Church area of the town, formerly occupied by industrial works and terraces, now contains multistorey flats and social housing. The goods yard at Stockport Station is now occupied by a leisure centre. The former industrial Park Mills and Great Portwood Street areas have recently been redeveloped with industrial estates and large-scale retail outlets. The north of the town was dramatically altered by the construction of the M60 and associated junctions in the late 20th century. The Portwood, King Street West and Brinksway areas were most affected.

The story of the survival of 18th and 19th century industrial works is similar in the more rural eastern half of the district. Mills have either been destroyed or survive through reuse, particularly as residential conversions. A small number of Stockport's historic industrial sites remain in use. These include the Albion Flour Mill at Lancashire Hill and the Unicorn Brewery, Stockport. Two former industrial works, Wellington Mill and Spade Forge, have been converted into visitor attractions.

Stockport has been an exemplar local authority in its commitment to heritage-led regeneration, which has seen much of its historic building stock retained through sympathetic modernisation. This commitment to heritage has extended to preserving urban and suburban landscapes, such as Houldsworth Mill and associated workers' housing in Reddish, and villa developments around Bramall Hall; these have been designated as Conservation Areas. Elsewhere, commuter belt pressure has led to much fragmentation through the erection of apartment blocks and piecemeal redevelopment.

The percentage of each Broad character type making up the modern landscape of Stockport is shown in Figure 7 and Table 1, below.

Broad type	Area covered (km²)	% of borough represented
Residential	46.74	38
Communications	5.41	4
Enclosed land	32.68	26
Institutional	5.98	5
Ornamental, parkland and recreational	16.62	13
Woodland	5.88	5
Commercial	5.03	4
Water bodies	0.42	<1
Industrial	5.33	4
Horticulture	0.65	1
Extractive	0.28	<1
Unenclosed land	0.6	<1
Military	0.01	<1
Totals for borough	125.63	100

Table 1 Area covered by each broad character type in Stockport

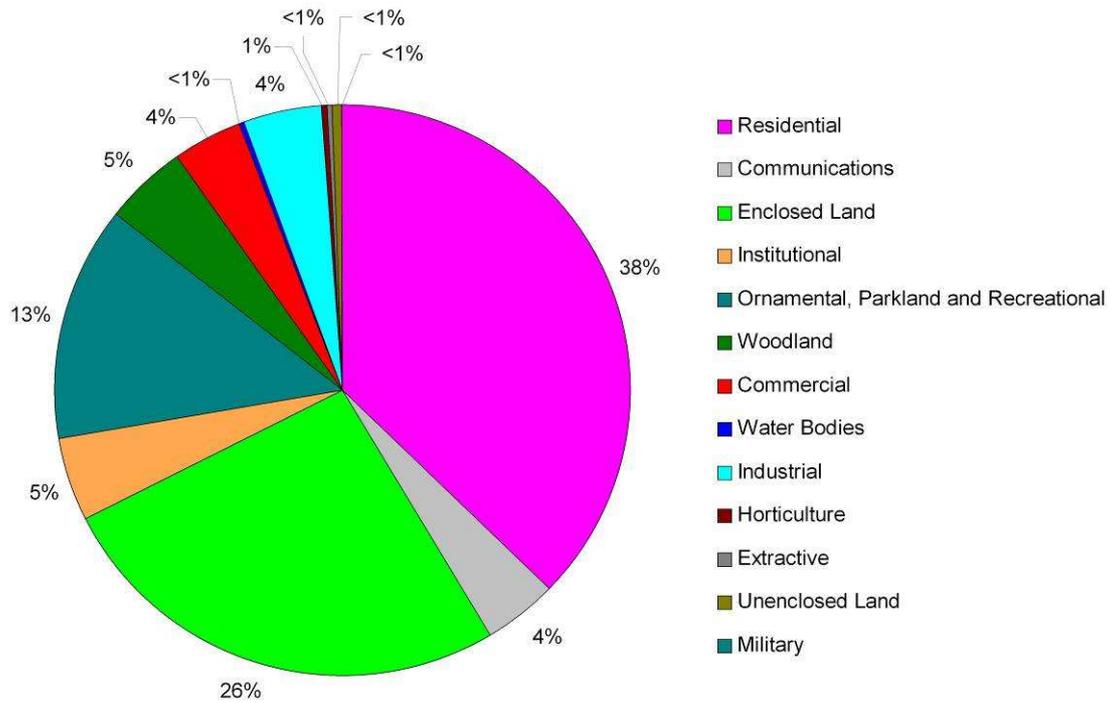


Figure 7 Pie chart showing the percentage area covered by each broad character type in Stockport

7 Stockport's Historic Character – Analysis and Recommendations

The following sections provide brief overviews of the key characteristics of each broad character type. Accompanying these are tables summarising the archaeological interest, examining threats and opportunities, and suggesting guidelines for sympathetic and best practice management of the resource. GMAU act as archaeological advisers to Stockport Metropolitan Borough Council. Our advice is based on our archaeological knowledge and we recognise that the advice represented in the following tables is only one of a range of factors that the Local Planning Authority takes into consideration when making its planning decisions. However, the recently published Planning Policy Statement 5 – Planning for the Historic Environment (March 2010) and its accompanying Good Practice Guide are key documents for understanding intelligent management of change to the historic environment.

The Government has recently acknowledged the importance of the historic environment; its intentions are 'that the value of the historic environment is recognised by all who have the power to shape it; that the Government gives it proper recognition and that it is managed intelligently and in a way that fully realises its contribution to the economic, social and cultural life of the nation' (The Government's Statement on the Historic Environment for England 2010). In PPS5, the Government sets out its objectives as follows:

'To deliver sustainable development by ensuring that policies and decisions concerning the historic environment:

- recognise that heritage assets are a non-renewable resource
- take account of the wider social, cultural, economic and environmental benefits of heritage conservation, and
- recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term.

'To conserve England's heritage assets in a manner appropriate to their significance by ensuring that:

- decisions are based on the nature, extent and level of that significance, investigated to a degree proportionate to the importance of the heritage asset
- wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation
- the positive contribution of such heritage assets to local character and sense of place is recognised and valued; and
- consideration of the historic environment is integrated into planning policies, promoting place-shaping.

'To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available, particularly where a heritage asset is to be lost.'

The Government is committed to implementing the European Landscape Convention and wishes to embed its requirements further within UK policy and practice. A fundamental principle of the ELC is that an understanding of landscapes everywhere should help guide and frame spatial planning and land management. PPS5 policy HE3 is relevant to this:

'Regional spatial strategies and local government frameworks should set out a positive, proactive strategy for the conservation and enjoyment of the historic environment in their areas, taking into account...

- (i) its influence on the character of the environment and an area's sense of place
- (ii) its potential to be a catalyst for regeneration in an area, in particular through leisure, tourism and economic development
- (iii) the stimulus it can provide to inspire new development of imaginative and high quality design
- (iv) the re-use of existing fabric, minimising waste; and
- (v) its mixed and flexible patterns of land use that are likely to be, and remain, sustainable.

'At a local level plans should consider the local distinctiveness of the historic environment and how it can contribute to the development of the spatial vision in the local development framework core strategy. Heritage assets can be used to ensure continued sustainability of an area and promote a sense of place.'

The descriptions of Stockport's historic character and the guidance offered within the following pages aim to facilitate the consideration of the historic environment as an invaluable resource in the shaping of Stockport for the future.

7.1 Unenclosed land broad type

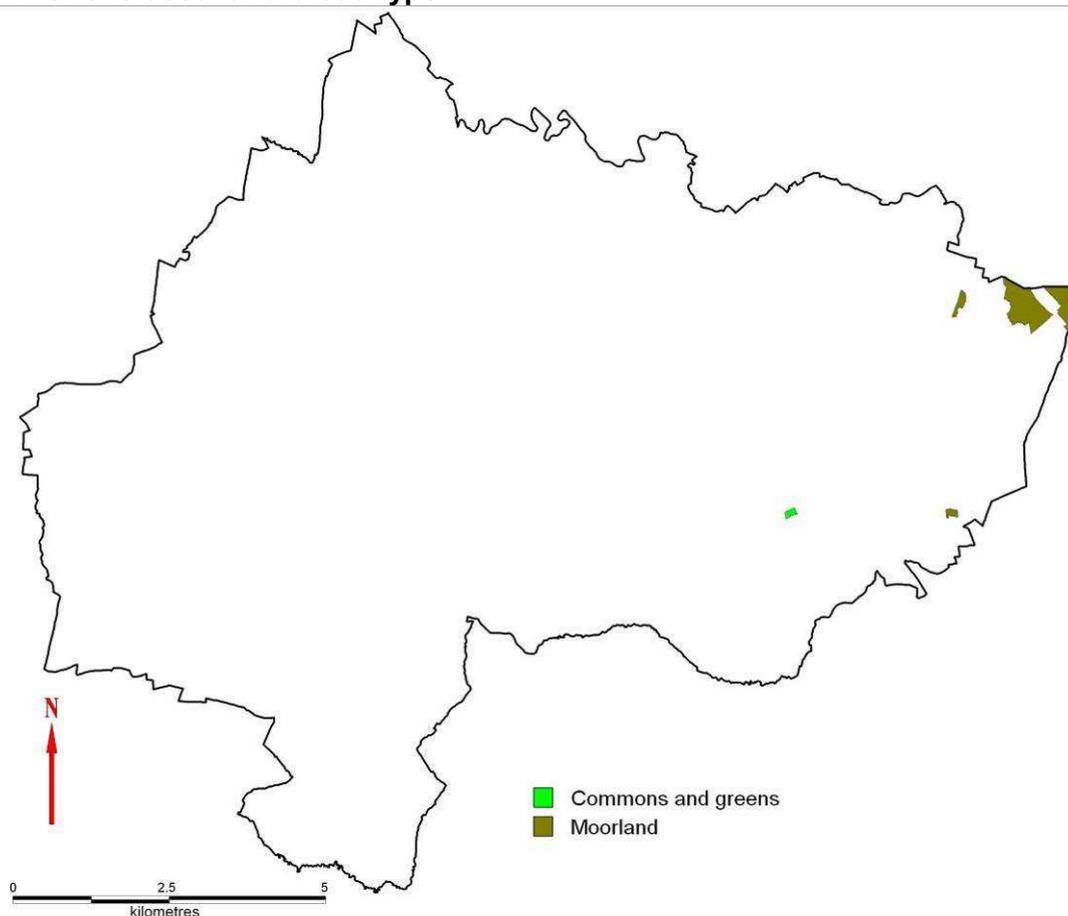


Figure 8 Map showing the distribution of Unenclosed land as current HLC types

Definition of the broad character type

This character type comprises areas that are currently of low economic value and where there is little or no settlement. It includes marginal land such as open mossland and marsh, and other unimproved land which may nonetheless be exploited, such as common land, pasture and moorland.

Very little land has been recorded as 'Unenclosed' within the current Stockport landscape. The majority falls into the 'Moorland' HLC type, with a small area of 'Commons and greens'. In addition to this a number of former Mosslands have been recorded as a previous character type.

HLC type	Area covered by HLC type (km ²)
Moorland	0.58
Commons and greens	0.02
Totals	0.60

Table 2 Area covered by the different Unenclosed land HLC types

7.1.1 Open moorland

Two areas of moorland are present near Ludworth Intakes at the eastern edge of the borough, with a further area of regenerated moorland close by. These blocks form part of a larger continuous area of moorland which extends northwards and eastwards into Derbyshire. Ludworth Moor lies on the edge of the Peak District National Park. The height of the land here is generally above 300m AOD. A further area of regenerated moorland is present at Cobden Edge, Mellor Moor.

These moorland areas were formerly much larger but they have been gradually enclosed throughout history as the medieval and post medieval common grazing land for Mellor parish, and through phases of later post medieval intakes including the large-scale surveyed fields of Ludworth Intakes.

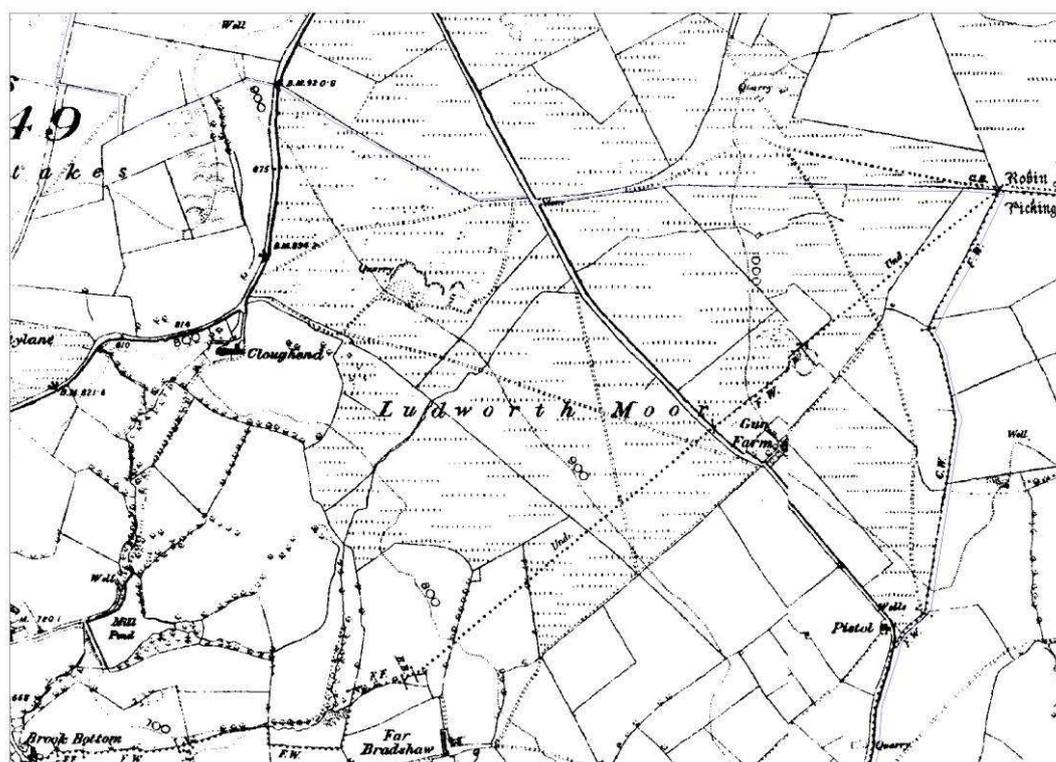


Figure 9 Ludworth Moor c.1894 (Derbyshire 6" 1st edition OS map)

Although the area today lies at the fringes of agricultural potential, there is evidence to suggest that humans have exploited the upland region since the prehistoric period. Significant concentrations of flint artefacts have been recorded during the excavations at Mellor Old Vicarage garden and Shaw Cairn (Mellor Moor), and the presence of flint artefact scatters above 300m AOD in Oldham and Rochdale districts suggests that there is a high potential for similar finds to be present within Stockport.

The proximity of prehistoric funerary monuments such as Brown Low barrow and Shaw Cairn to moorland areas in Stockport implies permanent settlement in the Bronze Age. This was a time when the climate was more favourable for upland exploitation.

More recently the moorland areas have not generally been settled, but evidence of their exploitation for walling materials and fuel can still be seen in the landscape. Mineral extraction rights probably date back to at least the early post medieval period. Mapping of 1851 depicts extensive quarrying activity; for example, at this

time Ludworth Moor contained a large quarry (Figure 9) and Cobden Edge was also quarried. Peat cutting is likely to have occurred and coal mining was also carried out.

Uses of the moorland today include rough sheep pasture and recreational pastimes.

Key management issues relating to areas of Open moorland

Below-ground archaeological potential	<ul style="list-style-type: none"> • Palaeoenvironmental evidence relating to past climates, flora and fauna is likely to be preserved in wet areas • Undisturbed wetland environments can provide internationally significant evidence of prehistoric upland exploitation from at least the Mesolithic onwards • Scatters of prehistoric flints in upland areas provide evidence of tool production and use • Remains of mines, quarries and perhaps hushings will be present • Potential for evidence of prehistoric upland settlement • Potential for evidence of medieval enclosures or field systems • High potential for extensive remains relating to post medieval upland settlement
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for prehistoric monuments, including cairns and burial mounds • Remains of structures relating to mining, quarrying and hushings • Remains of dwellings and other structures relating to post medieval upland settlement • Remains of structures relating to industrial activity, such as kilns
Historic landscape interest	<ul style="list-style-type: none"> • Lack of modern development and exploitation in upland areas can lead to relatively high legibility of past landscapes
Threats	<ul style="list-style-type: none"> • Moorland areas may be affected by proposals for infrastructure developments such as windfarms and pipelines, which could have a significant impact on any archaeological or palaeoenvironmental remains present
Opportunities	<ul style="list-style-type: none"> • Lack of disturbance in areas not affected by post medieval settlement and mining can lead to good preservation of palaeoenvironmental and other prehistoric deposits • Lack of modern development can lead to good preservation of post medieval mining and settlement sites • Areas where the geology suggests a high potential for evidence of human activity, such as former sand and gravel islands where prehistoric camps or shelters may have been erected, can be targeted for archaeological evaluation • Environmental assessment of specific sites can identify survival of palaeoenvironmental deposits, informing research and allowing the mitigation of development impacts

Management recommendations	<ul style="list-style-type: none"> • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate and protection through the planning process • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site located in an area of Unenclosed land, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic upland areas should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
----------------------------	---

There are a range of designations which can offer statutory protection to sites that are significant for their archaeological remains or for their ecology:

- Scheduled Monuments
- Special Areas of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Special Protection Areas
- Ramsar Sites

7.1.2 Commons and greens

An historic green is still present at Hawk Green. This appears on Burdetts map of 1777 and was named as Half Green in the tithe survey of 1850.

Commons occurred as a previous type in the eastern part of the district around Mellor Moor; this was an area of moorland enclosed for use as common grazing by 1699. The area was later enclosed as fields with farms added by 1857.

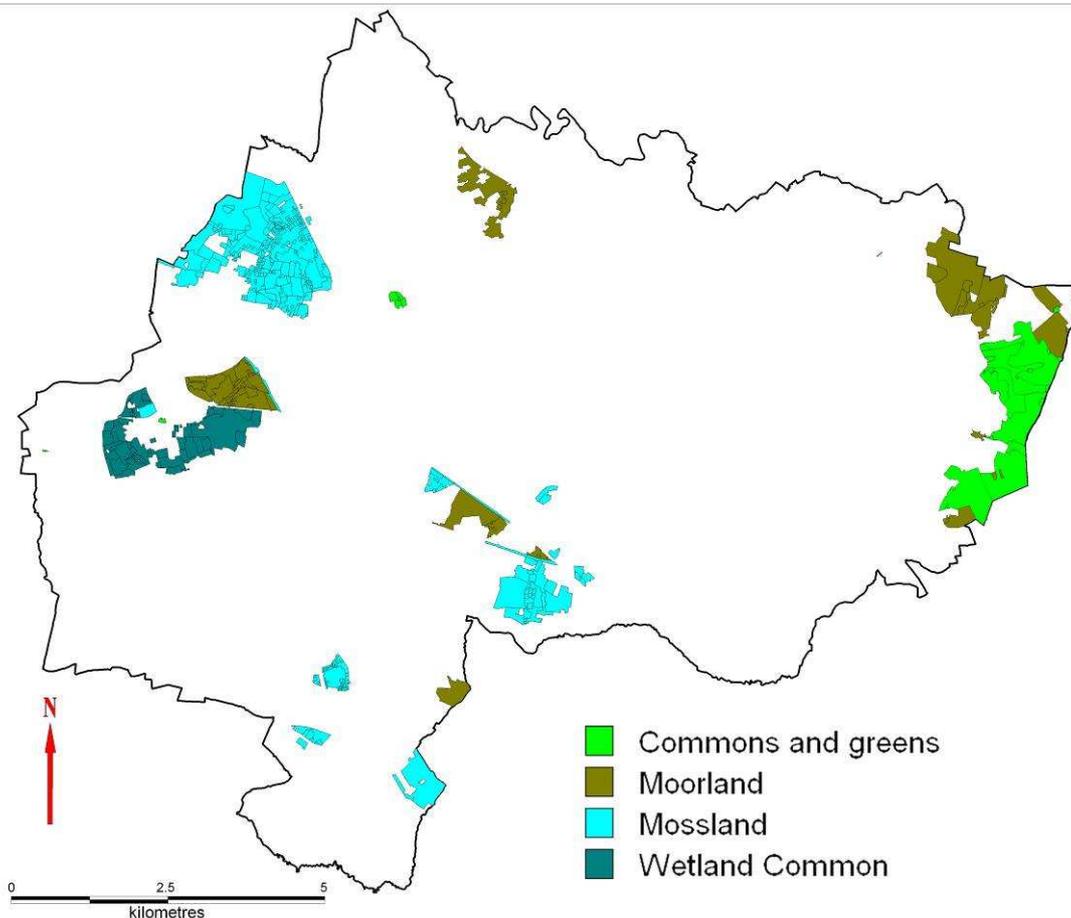


Figure 10 Map showing the distribution of Unenclosed land as previous HLC types

7.1.3 Mossland

Although there is no surviving untouched mossland in Stockport, several former mosses were identified. The main areas were Heaton Moss and Norbury Moor. Smaller mosses included Woods Moor, Kitt's Moss, Hall Moss and an unnamed moss near Woodford. Like the upland moors, the former lowland mosses were probably enclosed at a relatively late date.

Many of the former mossland areas have been drained and are now in use as Residential, Ornamental, parkland and recreational or Institutional sites, or Enclosed land. Within these there are areas such as public parks, drained wetland fields, school playing fields or golf courses, areas which have not been developed and where important archaeological and palaeoenvironmental evidence may have been preserved.

There is a general lack of early settlement evidence for this region, but mosses are nonetheless archaeologically significant in relation to the preservation of organic material and palaeoenvironmental indicators. Archaeological evidence found in the Stockport mosses has included stone tools relating to prehistoric exploitation. There is always the potential for the discovery of early settlement on the fringes of former wetlands.

There is little evidence for the drainage of mosses in the area before the 18th century. Prior to formal drainage and enclosure, they were probably used for pasturage and turbary (peat extraction). It was not until the early 20th century that all of the

mosslands in Stockport appear to have been drained and enclosed (OS Lancashire 1907-10).

Key management issues relating to areas of Mossland and former Mossland

Below-ground archaeological potential	<p>Potential for surviving archaeological remains, likely to be well-preserved where present due to waterlogged conditions. Remains may include:</p> <ul style="list-style-type: none"> • Prehistoric artefacts, settlement evidence and human remains • Peat deposits, which can preserve palaeoenvironmental evidence relating to past climates, flora and fauna
Above-ground archaeological potential	<p>Some potential for remains associated with the post medieval exploitation of mosses.</p> <ul style="list-style-type: none"> • Moss-side settlements may include examples of vernacular buildings • Boundary features relating to early enclosure at the edges of mosses, particularly drainage ditches, may survive
Historic landscape interest	<ul style="list-style-type: none"> • Surviving areas of unexploited mossland can provide a glimpse of how the prehistoric landscape may have looked • Areas of former mossland may retain distinctive 18th or 19th century enclosure patterns
Threats	<ul style="list-style-type: none"> • Contamination of archaeological and palaeoenvironmental deposits by industry and utilities, including waste disposal • Peat extraction • Agriculture and drainage • Large-scale development, particularly of industrial or commercial parks
Opportunities	<p>Even where some exploitation has taken place, areas of former mossland can still contain important palaeoenvironmental and archaeological evidence.</p> <ul style="list-style-type: none"> • Areas where the geology suggests a high potential for evidence of human activity, such as former sand and gravel islands where prehistoric camps or shelters may have been erected, can be targeted for archaeological evaluation <p>Environmental assessments of specific sites can identify survival of palaeoenvironmental deposits, informing research and allowing the mitigation of development impact</p>
Management recommendations	<ul style="list-style-type: none"> • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate and protection through the planning process • There can be a strong link between archaeological and historical issues and Greenbelt policy

	<ul style="list-style-type: none"> • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site located in an area of mossland or former mossland, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic mossland should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

There are a range of designations which can offer statutory protection to sites that are significant for their archaeological remains or for their ecology:

- Scheduled Monuments
- Special Areas of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Special Protection Areas
- Ramsar Sites

7.1.4 Other Unenclosed land

An area of wetland common has been identified as a previous HLC type at Cheadle Heath. Parts of this have also been characterised as moorland. The heath is present but not named on Burdett's 1777 map of Cheshire. However, the full historic extent of the area is not known (Figure 11).



Figure 11 Burdett's 1777 Map of Cheshire, showing Cheadle Heath and Shaw Heath

7.2 Enclosed land broad type

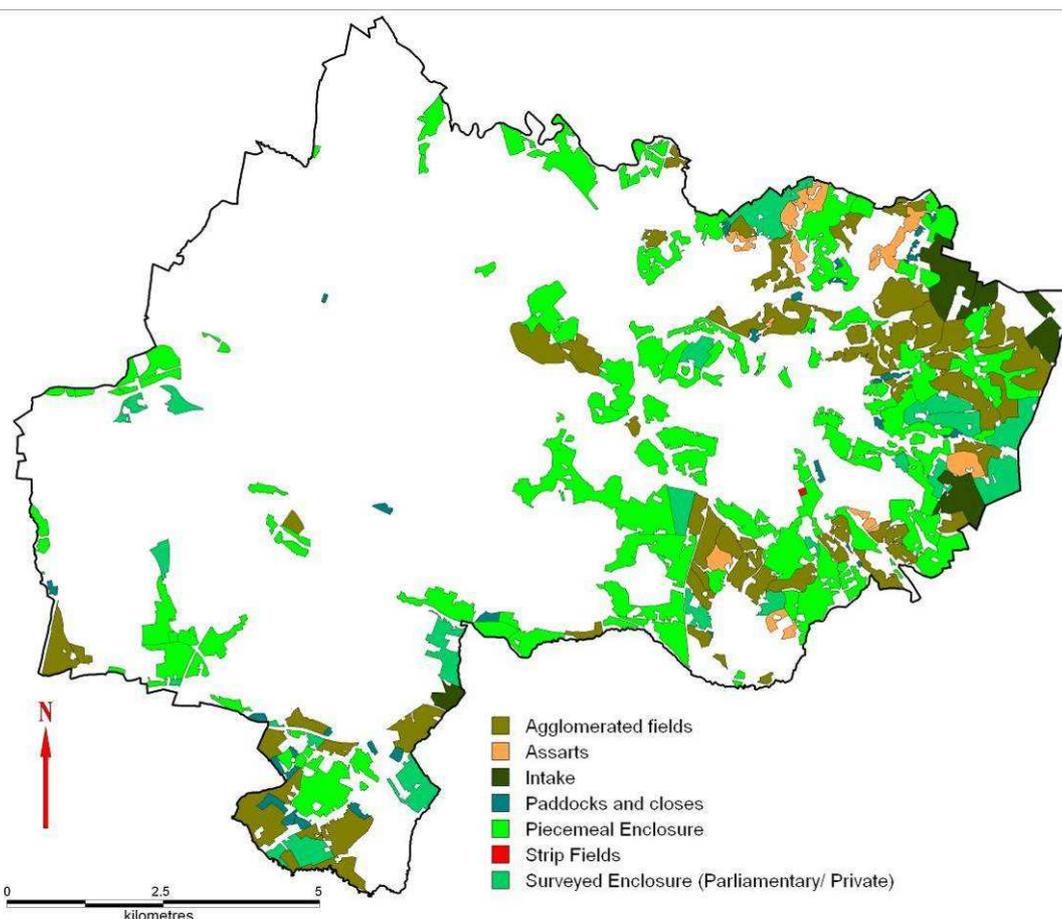


Figure 12 Map showing the distribution of Enclosed land HLC types

Definition of the broad character type

This type comprises land that has been demarcated and enclosed, particularly cultivated fields. Much of this land will not have been developed in the past, but the type does include some former sites of buildings and complexes, often relating to industry, extraction or farmsteads that are no longer extant. These sites have reverted to once more form part of the landscape of fields. Areas with a 20th century 'enclosure' date identified by the project, therefore, may represent sites currently in use as fields that were in a different use in the 19th or early 20th century.

HLC type	Area covered by HLC type (km ²)	% of Enclosed land represented
Piecemeal enclosure	15.92	49
Assarts	1.15	4
Agglomerated fields	9.3	28
Paddocks and closes	0.73	2
Intake	1.69	5
Surveyed enclosure (Parliamentary/ private)	3.87	12
Strip fields	0.01	<1
Totals	32.68	100%

Table 3 Area covered by the different Enclosed land HLC types

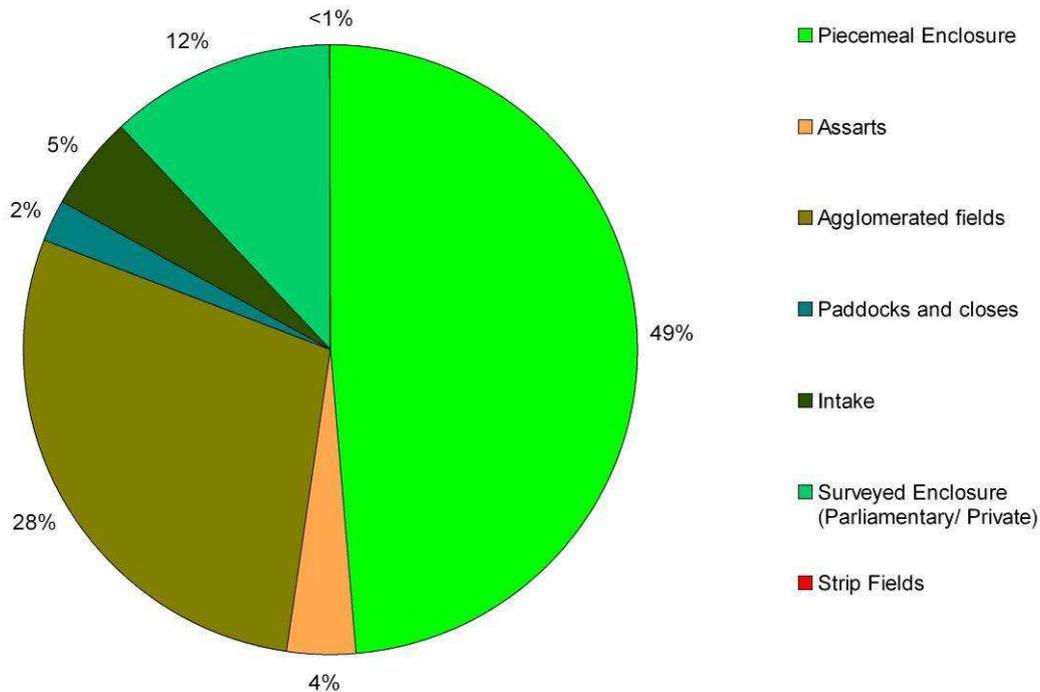


Figure 13 Pie chart showing the percentage of different HLC types making up the Enclosed land broad type in Stockport

Enclosed land in Stockport

Stockport was extensively rural until the early to mid-20th century, before the construction of large housing estates such as those at North Reddish, Adswold and Offerton Green. About 26% of the area of Stockport (32.68km²) has been classified as Enclosed land. Much of this is concentrated in the eastern and southern parts of the borough. Whilst there are other areas of land within the borough that are not built up, these are mainly used for leisure rather than agriculture, and include golf courses, parks and country parks. Much of the early piecemeal enclosure was on drier ground and was therefore later to become valuable for the building of residential and industrial sites.

The most prominent Enclosed land HLC types in Stockport are Piecemeal enclosure (15.92km²) and Agglomerated fields (9.3km²). Surveyed enclosure accounts for 12% (3.87km²). Other types, comprising Intakes, Assarts, Paddocks and closes and Strip fields, each represent 5% or less of the area of Enclosed land.

No evidence of prehistoric enclosure was recognised during the HLC; the earliest enclosure identified in Stockport district is thought to have originated in the medieval period. However, it must be noted that periods of origin assigned to areas of fields during the course of the HLC are based on the interpretation of enclosure patterns shown on 19th century and later mapping and do not constitute a detailed or definitive study. The current agricultural landscape is a product of an often complex evolution. In the 19th century in particular large areas of the landscape were remodelled, fields were enlarged and boundaries straightened.

Some evidence of pre-enclosure field systems survives in the landscape in the form of ridge and furrow and lynchets. The earliest fields identified were medieval open fields which were later enclosed as strip fields, some examples of which were still

apparent on 1850s mapping. The enclosure landscape of Stockport borough is one of generally small to medium-sized fields with dispersed farmsteads. This is coming under threat as many farms are converted to purely residential use; the associated fields are left uncultivated and ungrazed and are consequently reverting to moorland.

7.2.1 Piecemeal enclosure

Piecemeal enclosure represents about 49% (15.92km²) of the total area of Enclosed land in the current Stockport landscape. It is recognisable by its erratic boundaries, usually small field size, and irregular or semi-regular field patterns (see Plates 2 & 4). The boundaries often respect topography or natural features such as gullies. Generally a default post medieval origin date of AD 1540 was ascribed to this HLC type during the project. The exact period of origin of these fields is difficult to determine within the scope of the present study, however. The fields were formed by an agricultural system which may have been prevalent in the pre-medieval and medieval periods. Other field types, such as open fields or early surveyed enclosure, are easy to confuse with piecemeal enclosure, especially when boundaries have been altered in recent times.

Often the farming settlements associated with piecemeal enclosure were isolated in the landscape, or were dispersed along historic routes or the spring line. Most farms that lie within this landscape type in Stockport had been established by the time of the OS 6" first edition map of c.1851-1882. Some of the farms may have a medieval inception date.

Early farms are often surrounded by curvilinear enclosures subdivided into fields, a pattern characteristic of woodland clearance or waste enclosure. As new farms were built, more land became enclosed. 17th and 18th century tithe maps frequently refer to individual tenants possessing fields in a loose block adjacent to their farms. A farmer may also have worked fields scattered through the wider landscape. Communal pasture was also present. Post medieval divisions of the larger estates occurred as the pattern of land ownership changed through the successive subdivision of farms between descendants, leading to an increase in smaller scale holdings, and also through the rise of new gentry from the textile weavers.

Much piecemeal enclosure has been lost beneath 19th and 20th century residential development. Piecemeal enclosure was recorded as a previous character type for 75.31km² of land in Stockport that is now under a different use. Thus, about 80% of the piecemeal enclosed land in the borough has been lost since 1851.

It is reasonable to assume that piecemeal enclosure and the associated pattern of dispersed farmsteads was prominent throughout Stockport in the medieval and post medieval periods. Where land was more favourable for agricultural exploitation it can be assumed that settlement and enclosure were earlier than elsewhere.

Key management issues relating to areas of Piecemeal enclosure

Below-ground archaeological potential	<p>Potential for surviving archaeological remains beneath ancient and modern ploughsoils. Remains may include:</p> <ul style="list-style-type: none"> • Prehistoric artefacts and settlement evidence • Deposits and features relating to post medieval, medieval or earlier historic settlement associated with the field systems
---------------------------------------	--

Above-ground archaeological potential	<p>Potential for remains associated with farming and historic land division, including:</p> <ul style="list-style-type: none"> • Farm buildings • Field boundaries, including hedges, drystone walls and ditches • Earthworks, including boundary banks • Historic political boundaries such as parish boundaries
Historic landscape interest	<ul style="list-style-type: none"> • Although it can be difficult to ascribe a date to an area of piecemeal enclosure, surviving examples can be of considerable antiquity
Threats	<ul style="list-style-type: none"> • Agglomeration of fields in response to the demands of modern agricultural methods, leading to a loss of boundaries and other features • Continued ploughing, which can damage and destroy archaeological remains • Development of greenfield sites due to urban and suburban expansion, resulting in the destruction of archaeological remains and the loss of historic landscapes
Opportunities	<ul style="list-style-type: none"> • Existing historic boundaries and associated features should be retained and actively maintained • Relict field boundaries can be restored or reinstated to enhance the legibility of historic landscapes • The layouts of new developments such as residential estates can be designed so that the lines of key field boundaries are retained within the landscape, either as routeways or as modern property boundaries • Where farm buildings are affected by development proposals, they can potentially be retained and converted for modern uses, residential or otherwise, to provide a historic context for the site • Farm buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Protection of historic landscapes can be promoted through appropriate agricultural methods and management regimes
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest. This could include historic boundaries of locally distinct types, for example flagstone walls • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection

	<p>through the planning process</p> <ul style="list-style-type: none"> • Protection can also be encouraged through conditions attached to grants to agricultural businesses • Links should be developed between HLC and green infrastructure strategies and management plans, with trees, hedges and wildlife value also considered • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Continuity of historic enclosure boundaries in a modern street scene should be respected to retain distinctiveness • Memories of historic identity could be retained in street naming, public art etc • Where planning permission is granted for a site located in an area of piecemeal enclosure, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic enclosed land should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

There are a range of designations which can offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders
- Changes to land management regimes can be approached through Farm Environment Plans and land stewardship agreements

7.2.2 Assarts

Several areas of Assarts have been identified during the Stockport HLC project. These are irregular fields enclosed from woodland or waste. Assarts can take the form of a ring fenced area surrounding a central farm, and tend to be fairly large areas subdivided into smaller fields with internal divisions. The external field boundaries are usually erratic or curvilinear hedgerows which remain largely unchanged over time, although the internal boundaries may be rearranged or lost. Fields often still border areas of the woodland they were enclosed from. Assarts are similar to Intakes in that they were created on areas of marginal land, woodland or waste in response to an increase in pressure on land resources. Many were taken illegally from land belonging to the Royal Forest.

Within Stockport Assarts occur in the east of the district. The most striking of these forms a large distinctive almost circular pattern of fields at Birchenough Farm, Mellor, which has been dated to the 14th century (see figure 14 and Plate 2). The land of the township of Mellor fell within an area that belonged to the Crown, with much of it being used as common land or moorland grazing. Assarts are also present at

Windybottom Farm, Mellor; Wybersley Hall, High Lane; Higherfold Farm, Windlehurst; and in an area between Near and Far Cloughside and Radcliffe Farms, Werneth.

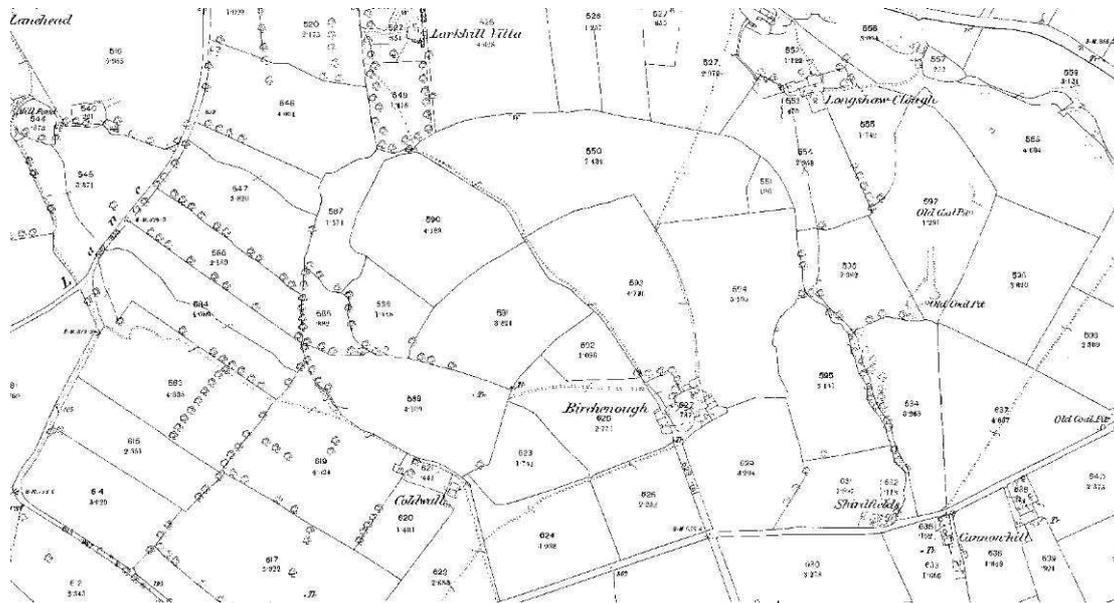


Figure 14 Birchenough Assart and surrounding fields (OS 25" 1st edition, 1880)

It is likely that further assarts were present but have been agglomerated into other field systems over time. Areas of former assarts were identified in several areas, with current types including Agglomerated and Surveyed enclosure as well as Regenerated scrub woodland where the assarts have been abandoned. Other areas that were previously assarts have current uses within the Commercial, Residential, Industrial and Ornamental, parkland and recreational broad types.

Key management issues relating to areas of Assarts

Below-ground archaeological potential	<p>Potential for surviving archaeological remains beneath ancient and modern ploughsoils. Remains may include:</p> <ul style="list-style-type: none"> • Prehistoric artefacts and settlement evidence • Deposits and features relating to post medieval, medieval or earlier historic settlement associated with the field systems
Above-ground archaeological potential	<p>Potential for remains associated with farming and historic land division, including:</p> <ul style="list-style-type: none"> • Farm buildings • Field boundaries, including hedges, drystone walls and ditches • Earthworks, including boundary banks • Historic political boundaries such as parish boundaries
Historic landscape interest	<ul style="list-style-type: none"> • Although it can be difficult to ascribe a date to an area of assarts, surviving examples can be of considerable antiquity

Threats	<ul style="list-style-type: none"> • Agglomeration of fields in response to the demands of modern agricultural methods, leading to a loss of boundaries and other features • Continued ploughing, which can damage and destroy archaeological remains • Development of greenfield sites due to urban and suburban expansion, resulting in the destruction of archaeological remains and the loss of historic landscapes
Opportunities	<ul style="list-style-type: none"> • Existing historic boundaries and associated features should be retained and actively maintained • Relict field boundaries can be restored or reinstated to enhance the legibility of historic landscapes • The layouts of new developments such as residential estates can be designed so that the lines of key field boundaries are retained within the landscape, either as routeways or as modern property boundaries • Where farm buildings are affected by development proposals, they can potentially be retained and converted for modern uses, residential or otherwise, to provide a historic context for the site • Farm buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Protection of historic landscapes can be promoted through appropriate agricultural methods and management regimes
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest. This could include historic boundaries of locally distinct types, for example flagstone walls • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Protection can also be encouraged through conditions attached to grants to agricultural businesses • Links should be developed between HLC and green infrastructure strategies and management plans, with trees, hedges and wildlife value also considered • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Continuity of historic enclosure boundaries in a modern street scene should be respected to retain distinctiveness • Memories of historic identity could be retained in street

	<p>naming, public art etc</p> <ul style="list-style-type: none"> • Where planning permission is granted for a site located in an area of assarts, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic enclosed land should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	--

There are a range of designations which can offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders
- Changes to land management regimes can be approached through Farm Environment Plans and land stewardship agreements

7.2.3 Agglomerated fields

Agglomerated fields represent 28% of the Enclosed land broad HLC type in the borough of Stockport, covering 9.3km². These fields were generally created in the late 19th and 20th centuries in response to mechanisation and other changes in agricultural practices. The pattern is generally of large fields (over eight hectares) with regular or semi-regular boundaries. These were created by removing the internal enclosure divisions of earlier field systems.

Despite widespread damage to earlier enclosure patterns, previous features may be retained within areas of agglomerated fields. External boundaries can be preserved, whilst interior boundaries that are no longer in use may be retained as fossilised features such as short lengths of tree lines, drainage ditches or earthworks. Farm sites and agricultural buildings may also be retained. Areas of agglomerated fields, through an identification of earlier features, may have the potential for their previous landscapes to be sensitively restored. Other archaeological features may also be preserved beneath ploughsoils.

Key management issues relating to areas of Agglomerated fields

Below-ground archaeological potential	<p>Potential for surviving archaeological remains beneath ancient and modern ploughsoils. Remains may include:</p> <ul style="list-style-type: none"> • Prehistoric artefacts and settlement evidence • Deposits and features relating to rural settlement in historic times
Above-ground archaeological potential	<p>Potential for remains associated with earlier farming activity and historic land division, including:</p> <ul style="list-style-type: none"> • Farm buildings • Relict field boundaries, including hedges, drystone walls and ditches

	<ul style="list-style-type: none"> • Earthworks, including boundary banks • Historic political boundaries such as parish boundaries
Historic landscape interest	<ul style="list-style-type: none"> • Areas of agglomerated fields are generally formed by the removal of a proportion of the existing boundaries rather than a wholesale reorganisation of the landscape. They are therefore likely to retain some historic boundaries, and the lines of relict boundaries may still be visible in places, perhaps as earthworks or lines of trees
Threats	<ul style="list-style-type: none"> • Continued ploughing, which can damage and destroy archaeological remains • Development of greenfield sites due to urban and suburban expansion, resulting in the destruction of archaeological remains and features relating to earlier enclosed landscapes
Opportunities	<ul style="list-style-type: none"> • Existing historic boundaries and associated features should be retained and actively maintained • Relict field boundaries can be restored or reinstated to enhance the legibility of earlier historic landscapes • The layouts of new developments such as residential estates can be designed so that the lines of key field boundaries are retained within the landscape, either as routeways or as modern property boundaries • Protection of historic landscapes can be promoted through appropriate agricultural methods and management regimes • Where farm buildings are affected by development proposals, they can potentially be retained and converted for modern uses, residential or otherwise, to provide a historic context for the site • Farm buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest. This could include historic boundaries of locally distinct types, for example flagstone walls • Where good legibility of previous historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Protection can also be encouraged through conditions attached to grants to agricultural businesses • Links should be developed between HLC and green infrastructure strategies and management plans, with trees, hedges and wildlife value also considered

	<ul style="list-style-type: none"> • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Continuity of historic enclosure boundaries in a modern street scene should be respected to retain distinctiveness • Memories of historic identity could be retained in street naming, public art etc • Where planning permission is granted for a site located in an area of historic farmland, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic enclosed land should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	--

There are a range of designations which can offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders
- Changes to land management regimes can be approached through Farm Environment Plans and land stewardship agreements

7.2.4 Surveyed enclosure

Surveyed enclosure represents about 12% of the total area of enclosed land in Stockport (3.87km²). It reflects a change in the agricultural system which occurred after about 1750 with the introduction of the Enclosure Acts, which meant that land that had previously been open or common could be enclosed by Parliamentary consent. Such enclosure was carried out through commissioned surveys, principally with the aid of maps, a ruler and surveying equipment. As a result boundaries are straight and patterns are regular. Occurring alongside the process of land allotment, more scientific farming methods were being introduced. Earlier field patterns were swept away and larger and more regular fields were plotted. Changes in land and farm ownership may also have had a visible effect on the landscape, with a move away from small farm holdings resulting in agglomeration and the reorganisation of boundaries.

This process of agglomeration and reorganisation persisted throughout the 19th century. The system favoured the wealthy and more influential landowners and resulted in a loss of the common lands which were of economic importance to many smaller farms and crofts. Some farming communities were dispersed at this time, despite the existence of poor laws and compensation.

New model farms were commonly constructed in the 18th and 19th centuries. These usually consisted of a large house and agricultural sheds arranged around a yard. The Old Hall and Old Hall Farm are of this type, being a model farm with water

powered machinery built in 1790s by Samuel Oldknow as his principal farm and mill apprentices housing for the Mellor Mill estate (HLC Ref HGM36343).

Around 71% (9.47km²) of the surveyed enclosure in Stockport has been lost since the 18th and 19th centuries. Some of this has become other forms of enclosure, particularly agglomerated fields, while other areas have been lost to a variety of uses, predominantly Residential or Commercial development, Ornamental, parkland and recreational land, and Industrial or Institutional uses.

Key management issues relating to areas of Surveyed enclosure

Below-ground archaeological potential	<p>Potential for surviving archaeological remains beneath ancient and modern plough soils. Remains may include:</p> <ul style="list-style-type: none"> • Prehistoric artefacts and settlement evidence • Deposits and features relating to post medieval settlement associated with the field systems, or relating to earlier agricultural activity
Above-ground archaeological potential	<p>Potential for remains associated with farming and historic land division, including:</p> <ul style="list-style-type: none"> • Farm buildings • Field boundaries, including hedges and ditches • Earthworks, including boundary banks • Historic political boundaries such as parish boundaries
Historic landscape interest	<ul style="list-style-type: none"> • The introduction of surveyed enclosures brought a significant change to the 18th and 19th century landscape. Where they survive, such areas illustrate a key point in social history
Threats	<ul style="list-style-type: none"> • Agglomeration of fields in response to the demands of modern agricultural methods, leading to a loss of boundaries and other features • Continued ploughing, which can damage and destroy archaeological remains • Development of greenfield sites due to urban and suburban expansion, resulting in the destruction of archaeological remains and the loss of historic landscapes
Opportunities	<ul style="list-style-type: none"> • Existing historic boundaries and associated features should be retained and actively maintained • Relict field boundaries can be restored or reinstated to enhance the legibility of historic landscapes • The layouts of new developments such as residential estates can be designed so that the lines of key field boundaries are retained within the landscape, either as routeways or as modern property boundaries • Where farm buildings are affected by development proposals, they can potentially be retained and converted for modern uses, residential or otherwise, to provide a historic context for the site • Farm buildings identified as being of historic or architectural

	<p>significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works</p> <ul style="list-style-type: none"> • Protection of historic landscapes can be promoted through appropriate agricultural methods and management regimes
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest. This could include historic boundaries of locally distinct types, for example flagstone walls • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Protection can also be encouraged through conditions attached to grants to agricultural businesses • Links should be developed between HLC and green infrastructure strategies and management plans, with trees, hedges and wildlife value also considered • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Continuity of historic enclosure boundaries in a modern street scene should be respected to retain distinctiveness • Memories of historic identity could be retained in street naming, public art etc • Where planning permission is granted for a site located in an area of surveyed enclosure, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic enclosed land should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

There are a range of designations which can offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders
- Changes to land management regimes can be approached through Farm Environment Plans and land stewardship agreements

7.2.5 Intakes

Intakes represent 5% of the Enclosed land broad HLC type in Stockport, covering 6.84km². Intakes were enclosed from moorland and tend to comprise large regular or semi-regular fields situated on moorland edges. Historically the fields surrounding farms on the periphery of the moorland would have initially been enclosed as intakes before later subdivision. More recent intakes resemble surveyed enclosure. For the purpose of this HLC project, 'intake' is being used to describe large, regular, surveyed enclosures occurring along the moorland edge.

The majority of intakes date from the mid-18th century onwards, and were created in response to an increase in pressure on land resources, necessitating the utilisation of less productive land. Intakes represent enclosed marginal land, so many of these areas had been abandoned by the late 20th century (see Plate 3). They may preserve features relating to the earlier moorland, such as peat soil, flint scatters or spoil heaps; quarries within intakes may relate to the extraction of walling stone used to create the fields. Intakes may also include the remains of abandoned farm buildings such as laithe houses and field barns, or industrial buildings; these remains often survive as earthworks. Generally intakes were enclosed for rough grazing, so they have rarely been ploughed.

The largest single area of intakes in Stockport Borough is at Ludworth Intakes. This area includes a Bronze Age round barrow that is a Scheduled Monument, situated partly beneath a wall line on the border with Derbyshire. Close by is a second scheduled barrow, Brown Low; it is likely that other barrows were present in the area during the Bronze Age, and these may survive as below-ground archaeological features. The area thus may very well represent a prehistoric funerary landscape.

Key management issues relating to areas of Intakes

<p>Below-ground archaeological potential</p>	<ul style="list-style-type: none"> • Palaeoenvironmental evidence relating to past climates, flora and fauna is likely to be preserved in wet areas • Undisturbed wetland environments can provide internationally significant evidence of prehistoric upland exploitation from at least the Mesolithic onwards • Scatters of prehistoric flints in upland areas provide evidence of tool production and use • Remains of mines, quarries and perhaps hushings will be present • Potential for evidence of prehistoric upland settlement • High potential for extensive remains relating to post medieval upland settlement • Potential for deposits and features relating to earlier agricultural activity
<p>Above-ground archaeological potential</p>	<p>Potential for remains associated with farming and historic land division, including:</p> <ul style="list-style-type: none"> • Farm buildings • Field boundaries, including hedges and ditches • Earthworks, including boundary banks • Historic political boundaries such as parish boundaries • Potential for prehistoric monuments, including cairns and burial mounds • Remains of structures relating to mining, quarrying and

	<p>hushings</p> <ul style="list-style-type: none"> • Remains of dwellings and other structures relating to post medieval upland settlement • Remains of structures relating to industrial activity, such as kilns
Historic landscape interest	<ul style="list-style-type: none"> • Lack of modern development and exploitation in upland areas can lead to relatively high legibility of past landscapes • The introduction of Intake enclosures brought a significant change to the 18th and 19th century landscape. Where they survive, such areas illustrate a key point in social history
Threats	<ul style="list-style-type: none"> • Agglomeration of fields in response to the demands of modern agricultural methods, leading to a loss of boundaries and other features • Continued ploughing, which can damage and destroy archaeological remains • Development of greenfield sites due to urban and suburban expansion, resulting in the destruction of archaeological remains and the loss of historic landscapes • Intakes may be affected by proposals for infrastructure developments such as windfarms and pipelines, which could have a significant impact on any archaeological or palaeoenvironmental remains present
Opportunities	<ul style="list-style-type: none"> • Existing historic boundaries and associated features should be retained and actively maintained • Relict field boundaries can be restored or reinstated to enhance the legibility of historic landscapes • The layouts of new developments such as residential estates can be designed so that the lines of key field boundaries are retained within the landscape, either as routeways or as modern property boundaries • Where farm buildings are affected by development proposals, they can potentially be retained and converted for modern uses, residential or otherwise, to provide a historic context for the site • Farm buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Lack of disturbance in areas not affected by post medieval settlement and mining can lead to good preservation of palaeoenvironmental and other prehistoric deposits • Lack of modern development can lead to good preservation of post medieval mining and settlement sites • Areas where the geology suggests a high potential for evidence of human activity, such as former sand and gravel islands where prehistoric camps or shelters may

	<p>have been erected, can be targeted for archaeological evaluation</p> <ul style="list-style-type: none"> • Environmental assessment of specific sites can identify survival of palaeoenvironmental deposits, informing research and allowing the mitigation of development impacts • Protection of historic landscapes can be promoted through appropriate agricultural methods and management regimes
<p>Management recommendations</p>	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest. This could include historic boundaries of locally distinct types, for example flagstone walls • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate and protection through the planning process • Protection can also be encouraged through conditions attached to grants to agricultural businesses • Links should be developed between HLC and green infrastructure strategies and management plans, with trees, hedges and wildlife value also considered • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Continuity of historic enclosure boundaries in a modern street scene should be respected to retain distinctiveness • Memories of historic identity could be retained in street naming, public art etc • Where planning permission is granted for a site located in an area of intakes, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic upland areas should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

There are a range of designations which can offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders
- Changes to land management regimes can be approached through Farm Environment Plans and land stewardship agreements

7.2.6 Other Enclosed land types

2% (0.73km²) of the Enclosed land within Stockport falls within the Paddocks and closes HLC type. Areas vary in date from pre-1851 to the late 20th and early 21st centuries; the majority are of the mid to late 20th century.

An area of Strip fields is present to the south of Ridge Avenue, Hawk Green. The first edition OS mapping shows that this area was formerly part of a larger field system (HLC Ref HGM34775). It is likely that strip fields were more widespread as a previous type but have not been identified during the project due to the late dates of the available mapping sequences in parts of the district.

No Open fields, Drained wetland or Valley floor meadows were identified within Stockport district during the HLC study, although these were recorded as previous types.

7.3 Woodland broad type

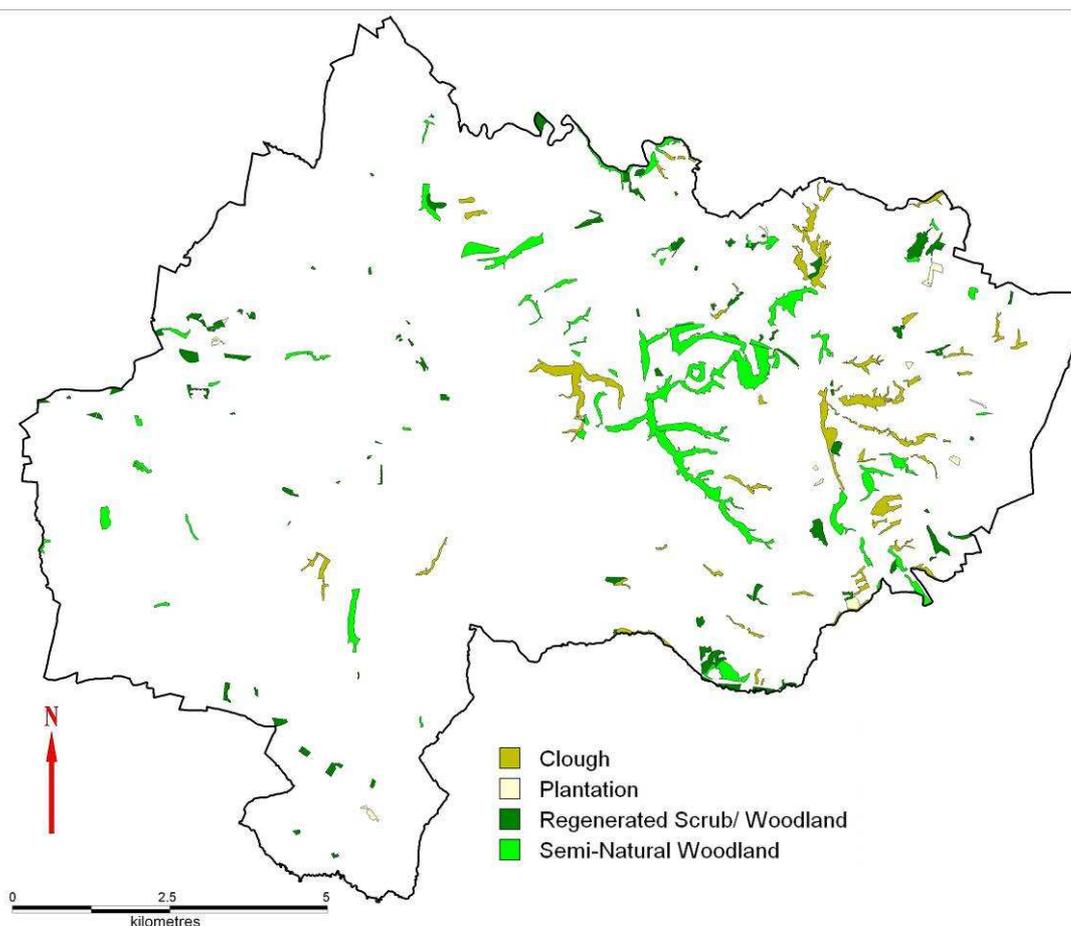


Figure 15 Map showing the distribution of Woodland HLC types

Woodland in Stockport

5% of the landscape of Stockport (5.88km²) has been assigned the Woodland HLC type (Figures 15 and 16). The three main HLC types represented are Semi-natural woodland, Clough and Regenerated woodland. Areas of Plantation woodland are also present.

The areas of historic woodland surviving today owe their shapes to a process of gradual erosion of the natural woodland through clearance, enclosure and development from the prehistoric period onwards. Historic woodland areas thus have parallels with piecemeal enclosure, with its mixed boundary morphology. The edges of individual areas are often defined by natural boundaries, particularly in the case of cloughs. Woodland perimeters can also be delimited by the boundaries of the surrounding HLC types.

Many woodlands were managed as important economic resources until the late post medieval period. They provided the owners with a supply of valuable timber and were a source of pasturage and fuel for commoners. The boundaries of woodland areas often fluctuate on map surveys of different dates. It is possible that as boundaries have expanded and contracted other historical features, such as boundary walls or ornamental garden features, may have become incorporated within woodland areas. Woodland can thus offer a form of protection for some types of archaeological features (but see 'Threats' section in the tables below).

Woodland comprising an integral part of a current parkland or other recreational landscape has not been polygonised separately during the project but is instead considered to be a feature of that landscape.

HLC type	Area covered by HLC type (km ²)	% of Woodland represented
Semi-natural woodland	2.87	49
Regenerated scrub/ woodland	1.24	21
Clough	1.60	27
Plantation	0.16	3
Totals	5.88	100%

Table 4 Area covered by the different Woodland HLC types

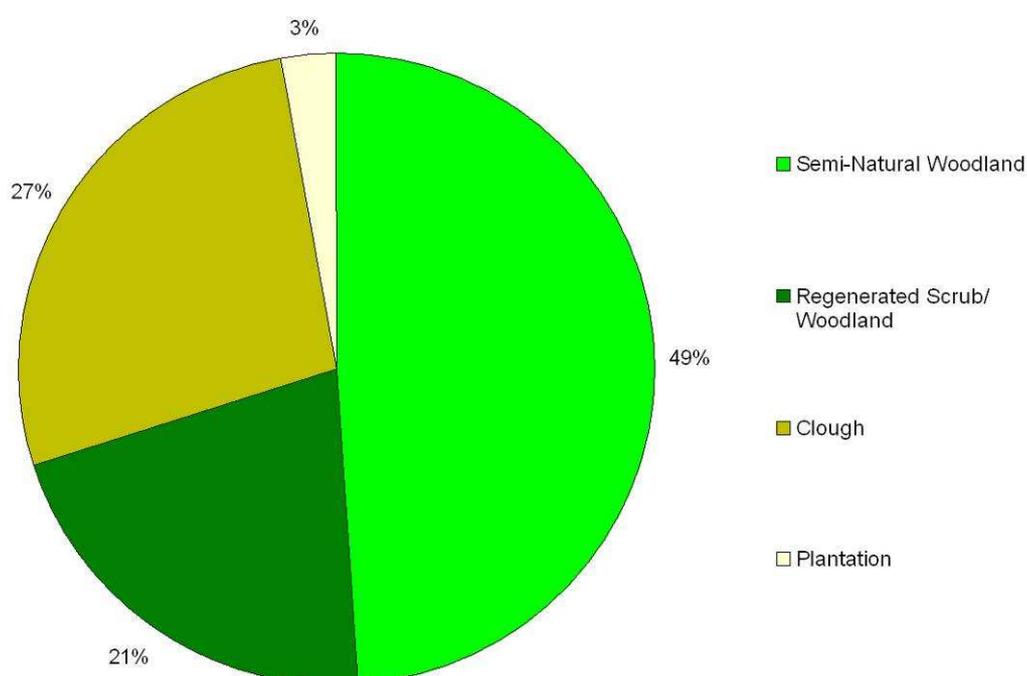


Figure 16 Pie chart showing the percentage by area of different Woodland HLC types in Stockport

7.3.1 Semi-natural woodland, Cloughs and Plantations

Together, Semi-natural woodland, Cloughs and Plantations make up 79% of the woodland in Stockport (4.63km²). These three woodland types have been grouped together here as they have many similar attributes.

Land classified as ‘Semi-natural’ woodland covers an area of 2.87km². This occurs generally on land of low economic value. In the case of Stockport, the terms Clough and Semi-natural woodland were to a certain degree interchangeable during the project, as many woodlands that were defined as cloughs could also have been interpreted as semi-natural woodland. Cloughs are defined as steep wooded valleys with a central stream, and often include the word ‘clough’ as part of their name on mapping. Small unnamed woods along streams may be defined by the HLC as ‘semi-natural’ rather than cloughs. 1.60km² of land in Stockport was identified as clough woodland.

The period of origin of cloughs and semi-natural woodland that were present by the mid-19th century was generally defaulted to the post medieval period or, where applicable, the date of surrounding enclosure. In reality, the boundaries of areas traditionally named 'wood' or 'clough' on modern or historic mapping will have fluctuated over time. An area defined as Semi-natural woodland in the modern landscape may well contain remnants of early woods, regenerated woodland and wet wood.

Plantation represents 0.16km² of Stockport's woodland, of which about 28% (0.05km²) was present by the mid 19th century. The majority of the plantations in the district (0.08km²; 50%) date to the second half of the 20th century. This includes the largest plantation in the district, at Benches Lane, Ernocroft.

Key management issues relating to areas of Semi-natural woodland and Cloughs

Below-ground archaeological potential	<ul style="list-style-type: none"> • Very limited potential for below-ground archaeological remains in areas of historic woodland, where past settlement may be unlikely • Where archaeological remains are present, wet conditions in cloughs could lead to the preservation of organic materials. However, archaeological deposits in any wooded area are likely to have been damaged by tree roots and the action of burrowing animals
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving historic boundary banks • Features such as ancient coppice stools provide evidence of past woodland management • Areas covered by woodland fluctuate over time, leading to the potential incorporation of other historic features such as boundaries, or ornamental garden features where woodland forms part of an area of parkland
Historic landscape interest	<ul style="list-style-type: none"> • Woodland is relatively rare in Greater Manchester. Surviving areas of woodland semi-natural woodland constitute evidence within the landscape of a resource that was an important element of the rural economy until relatively recently
Threats	<ul style="list-style-type: none"> • Woodland can be vulnerable to piecemeal or wholesale clearance for development or agriculture, particularly where it is not currently managed for economic gain • Tree roots and burrowing animals within woodland can cause severe damage to below-ground archaeology • Plants growing within the walls of standing structures or ruins can be destructive
Opportunities	<ul style="list-style-type: none"> • Existing historic boundaries and associated features should be retained and actively maintained • Relict woodland boundaries can be restored or reinstated to enhance the legibility of earlier historic landscapes
Management recommendations	<ul style="list-style-type: none"> • Where good legibility of historic character exists, there should be enhancement through positive management,

	<p>including restoration where appropriate, and protection through the planning process</p> <ul style="list-style-type: none"> • Where development of an area of existing woodland is proposed, or where new woodland planting is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Memories of historic identity could be retained in street naming, public art etc • Awareness of issues relating to the importance of historic woodland should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

Key management issues relating to Plantations

Below-ground archaeological potential	<ul style="list-style-type: none"> • Limited potential for below-ground archaeological remains relating to settlement or agriculture predating the creation of plantations
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving historic boundary banks • Features such as ancient coppice stools provide evidence of past woodland management • Areas covered by woodland fluctuate over time, leading to the potential incorporation of other historic features such as boundaries, or ornamental garden features where woodland forms part of an area of parkland
Historic landscape interest	<ul style="list-style-type: none"> • Woodland is relatively rare in Greater Manchester. Surviving areas of plantation woodland constitute evidence within the landscape of a resource that was an important element of the rural economy until relatively recently • The boundaries of plantations are often straight and geometric, reflecting the fact that they were created deliberately • In some areas these straight boundaries may indicate associations with areas of post medieval surveyed enclosure • Plantation woodland could have historic and artistic value through its association with 18th and 19th century landscape schemes, particularly historic parkland
Threats	<ul style="list-style-type: none"> • Woodland can be vulnerable to piecemeal or wholesale clearance for development or agriculture, particularly where it is not currently managed for economic gain • Tree roots and burrowing animals within woodland can cause severe damage to below-ground archaeology • Plants growing within the walls of standing structures or ruins can be destructive

Opportunities	<ul style="list-style-type: none"> Existing historic boundaries and associated features should be retained and actively maintained Relict woodland boundaries can be restored or reinstated to enhance the legibility of earlier historic landscapes
Management recommendations	<ul style="list-style-type: none"> Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process Where development of an area of existing woodland is proposed, or where new woodland planting is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage Memories of historic identity could be retained in street naming, public art etc Awareness of issues relating to the importance of historic woodland should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

There are a range of designations which can offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Special Areas of Conservation
- Tree Preservation Orders

7.3.2 Regenerated scrub/woodland

Regenerated scrub/woodland covers an area of 1.24 km², accounting for 21% of the woodland within Stockport borough. The majority of sites date from the mid- to late 20th century and occur on abandoned areas of enclosed land. Woodland can also regenerate on disused industrial or extractive sites where these have not been redeveloped, or can grow up on pockets of land, perhaps isolated remnants of mossland or former fields, that have remained vacant when adjacent land was developed and have not been maintained as open space.

Although earlier boundaries may be preserved in current site perimeters, the main archaeological potential of this HLC type lies in what remains from previous land uses.

Key management issues relating to areas of Regenerated scrub/woodland

Below-ground archaeological potential	<ul style="list-style-type: none"> Potential for below-ground archaeological remains relating to previous uses of sites, particularly industrial uses Regenerated woodland on areas of former mossland may preserve pockets of environmentally sensitive deposits
Above-ground archaeological potential	<ul style="list-style-type: none"> Potential for surviving structures relating to previous uses of sites, including buildings, boundary walls and gateposts

Historic landscape interest	<ul style="list-style-type: none"> Regenerated woodland can provide valuable green areas within the landscape where it is on unused 'leftover' land
Threats	<ul style="list-style-type: none"> Regenerated woodland is often found on disused sites within urban areas, and is thus at risk of destruction in advance of redevelopment Tree roots and burrowing animals within woodland can cause severe damage to below-ground archaeology Plants growing within the walls of standing structures or ruins can be destructive
Opportunities	<ul style="list-style-type: none"> Existing historic boundaries and associated features relating to previous uses of regenerated woodland sites should be retained and actively maintained Damage to archaeological remains caused by woodland plants may be less intensive in areas of recently regenerated woodland than in areas of historic woodland
Management recommendations	<ul style="list-style-type: none"> Where good legibility of previous historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process Where development of an area of existing woodland is proposed, or where new woodland planting is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage Memories of historic identity could be retained in street naming, public art etc Awareness of issues relating to the importance of historic industrial sites should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

There are a range of designations which can offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Special Areas of Conservation
- Tree Preservation Orders

7.3.3 Other Woodland HLC types

No areas of Spring wood, Ancient woodland or Wood pasture were identified in Stockport during the project.

Around 1.77km² of woodland in Stockport has been lost in total since 1851, primarily through the creation of areas of Ornamental, Residential and Enclosed land (mainly piecemeal enclosure).

7.4 Residential broad type Occurrence of Residential HLC types

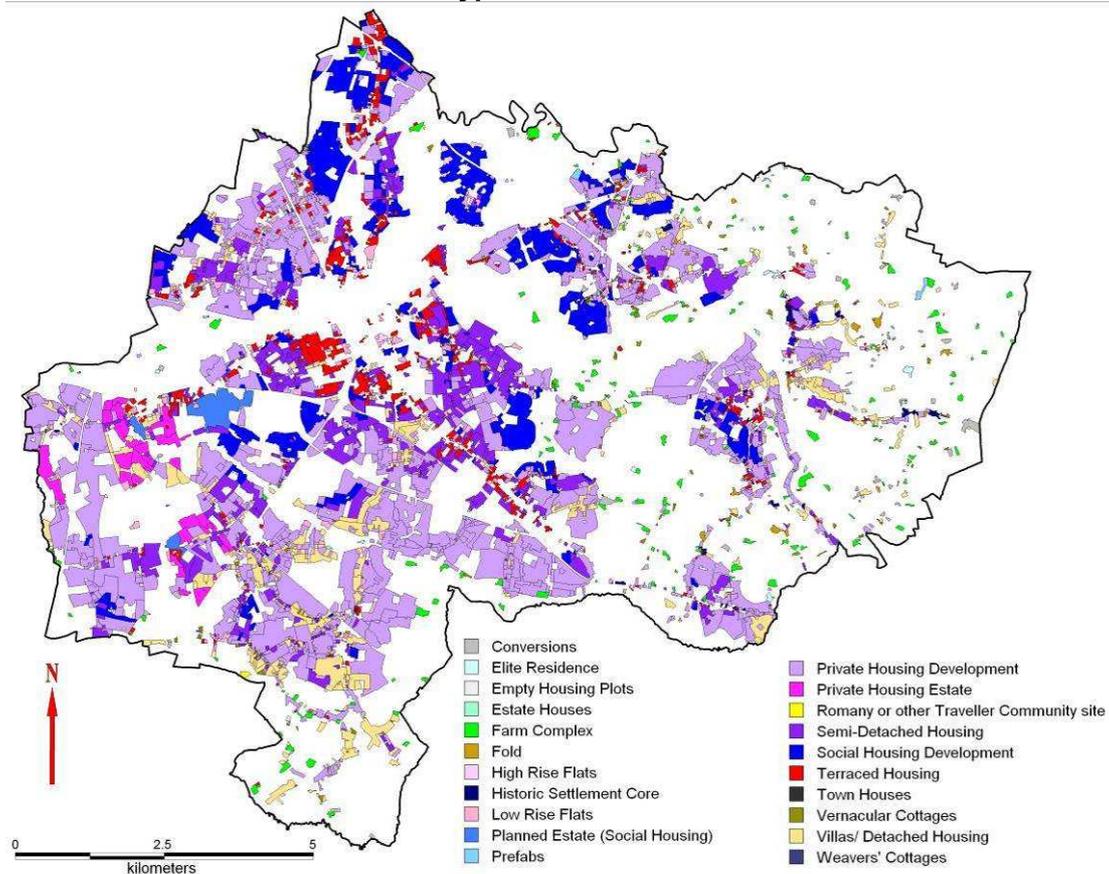


Figure 17 Map showing the distribution of Residential HLC types in Stockport

Residential areas in Stockport

The main Residential character types within of Stockport's landscape can be grouped as follows:

- Farm complexes, Folds, Weavers' cottages, Elite residences and Vernacular cottages
- Historic settlement cores
- Terraced housing
- Villas/ detached housing
- Interwar and post-war Social housing (including high and low rise flats)
- Semi-detached houses
- Private housing development
- Conversions

The Residential broad type is the principal character type for the Stockport district, covering 38% of the total area (around 46.74km²). Stockport and Cheadle were probably developed as urban cores in the middle ages; otherwise the pattern of historic settlement was one of dispersed halls, farms and hamlets. Extensive urban development began in the early industrial period. A number of existing nucleated settlements developed into mill towns after this time.

Like other Greater Manchester boroughs, Stockport was extensively developed with terraced workers' housing during the industrial period. Early 19th century development was probably induced by the growth of the textile industry. This mainly

occurred in a zone around the Stockport town core, around other larger settlement cores and as ribbon development along arterial routes such as Buxton Road. Estates developed in areas such as Edgeley and Great Portwood Street; 19th century terraced housing development around Edgeley is well preserved. Developments also occurred in association with smaller settlement cores. Hazel Grove is a town which developed during the industrial period.

Stockport had developed suburbs before 1851. These occurred as town houses around Stockport centre and as private villas set in large areas of park estate in the rural hinterlands. The survival of these villas is very piecemeal, with areas having been subsumed by later urban development. The Heaton Norris area, for example, contained a mix of villas, private parkland and agricultural land in the mid-19th century. The introduction of railways and tramways opened up the landscape for further suburban development, transforming Stockport district.

Large-scale private development occurred in the early and mid 20th century, with population levels in areas such as Cheadle, Gatley, Hazel Grove and Bramhall more than doubling. The building of social housing in Stockport boomed after the First World War. Estates were built on low value agricultural land at the edges of towns. A notable example in Stockport is the Adswold estate. From the mid 20th century onwards, areas of terraced housing that had become 'slums' were being cleared for new social housing development, such as the estates around Portwood and Hillgate. Examples of high-rise flats can be seen around Lancashire Hill and Mottram Street. The social housing boom had peaked by the late 1970s.

The last thirty years have been characterised by continued renewal and the improvement or replacement of obsolete social housing designs. This has occurred particularly in run-down estates in an effort to improve living conditions and address social problems. Local authority involvement in housing continues to the present day. New homes are being constructed by private developers in partnership with the civic authorities and housing associations.

With regard to pre-urban residential character types, it was observed that historic settlement frequently formed ribbon development along the district's principal roads. Survival of historic buildings was more apparent in these areas; modern redevelopment along such routes has been piecemeal. Stockport remains extensively rural in character with significant survival of historic farms, folds and halls. Very often farms have been converted into private residences. Some isolated examples of formerly rural buildings were identified, scattered amongst areas of modern urban development. Compared with other districts, Stockport exhibits a high level of historic survival.

Figure 19 depicts the Residential broad type in the Edgeley area of Stockport zoned into five basic residential groups.

HLC type	Area covered by HLC type (km ²)	% of Residential area represented
Elite residence	0.07	<1
Villas/ detached housing	4.03	9
Semi-detached housing	6.14	13
Private housing estate	1.14	2
Low rise flats	1.32	3
Terraced housing	2.42	5
Conversions	0.54	1
Private housing development	21.77	47
Social housing development	6.77	15
Farm complex	0.97	2
Vernacular cottages	0.41	1
Estate houses	0.03	<1
Fold	0.14	<1
High rise flats	0.10	<1
Historic settlement core	0.15	<1
Weavers' cottages	0.01	<1
Prefabs	0.05	<1
Town houses	0.01	<1
Empty housing plots	0.02	<1
Social housing developments	0.52	1
Romany or other traveller community site	0.01	<1
Totals	46.62	100%

Table 5 Area covered by the different Residential HLC types

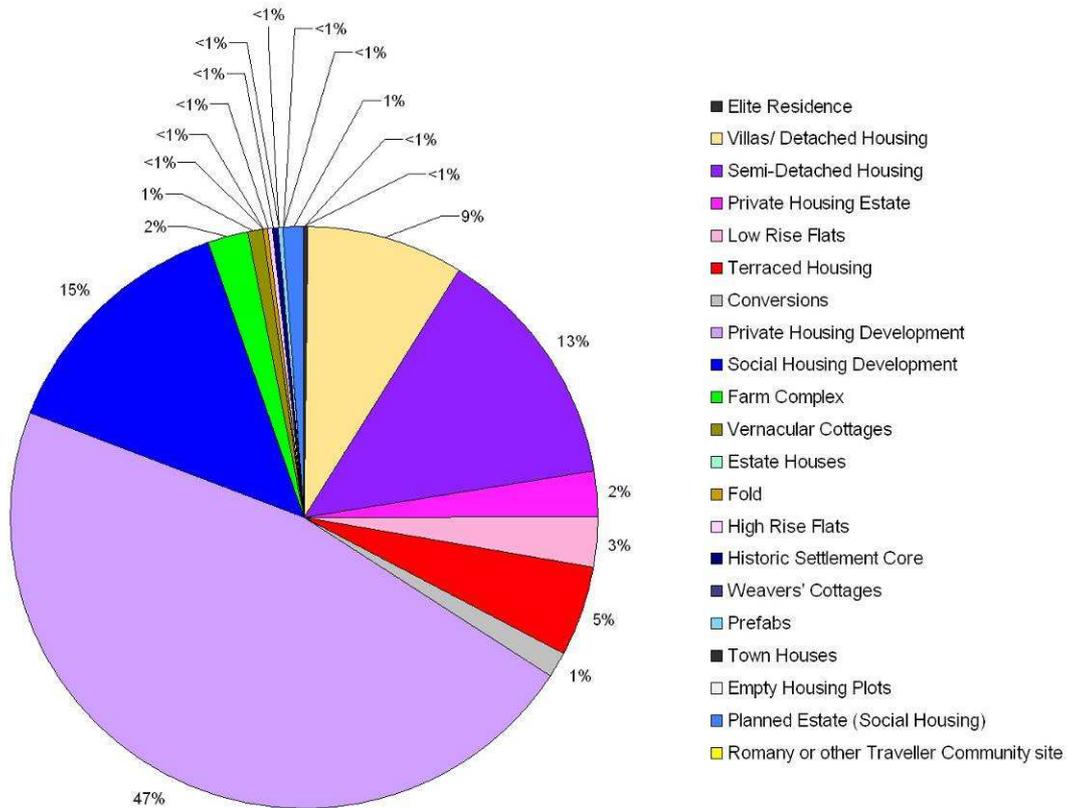


Figure 18 Pie chart showing the percentage of different HLC types making up the Residential broad type in Stockport

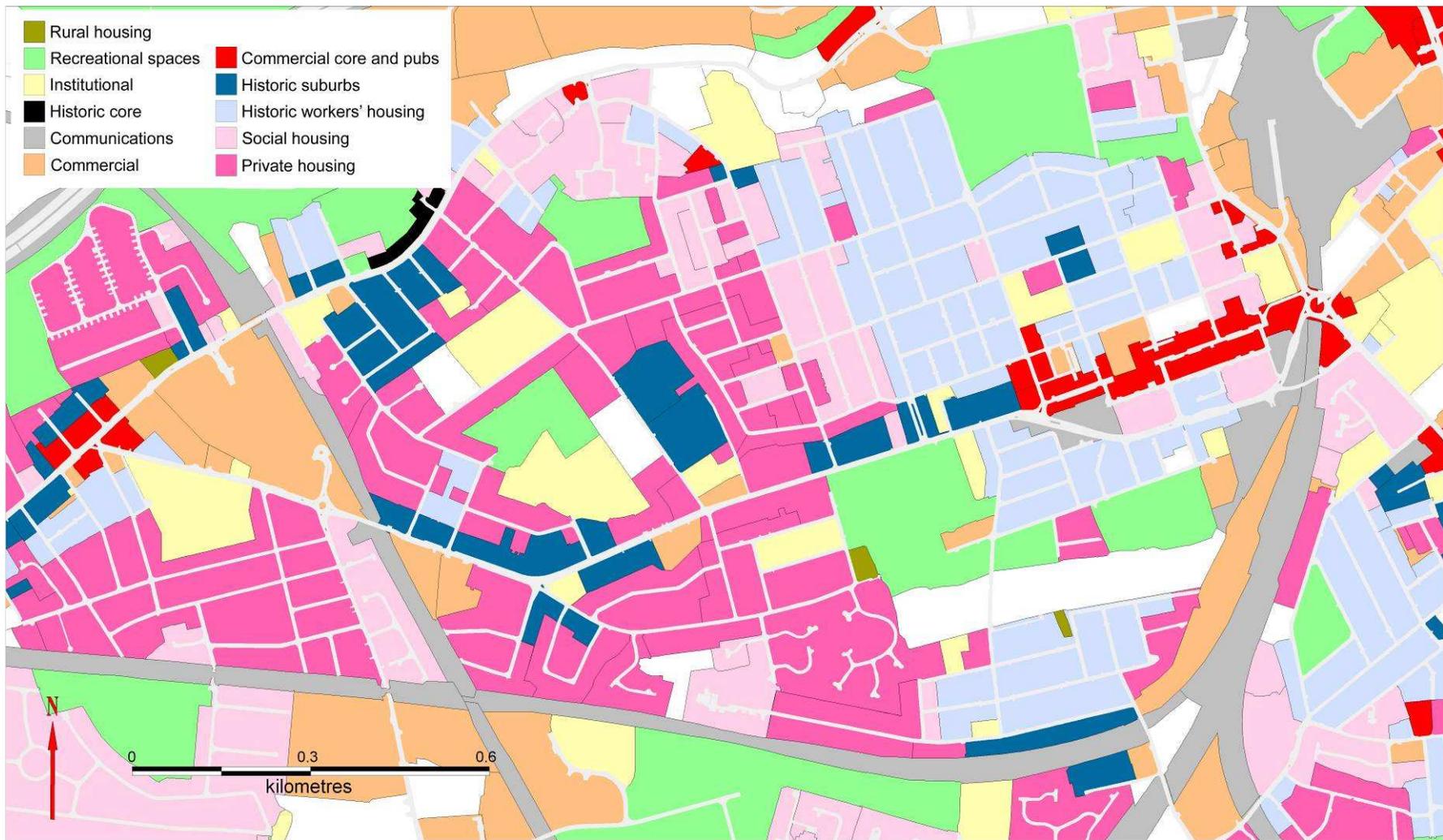


Figure 19 Map showing landscape character zones in the Edgeley area (zoned into 5 basic residential groups, with some related character types)

7.4.1 Farm complexes, Folds, Weavers' cottages, Elite residences and Vernacular cottages

Farms, folds and weavers' cottages represent around 3.5% of the total residential area in Stockport district (approximately 1.60km²; Figures 13 & 14). This group of types also includes elite residences established before 1850.

The earliest farms are associated with assarts and piecemeal enclosure, with the better drained and more agriculturally productive land probably being settled first. Farms established after the mid-18th century tend to be on more marginal agricultural land within regular fields (Plates 1 to 3). Settlement occurred either as isolated farms and other dwellings or as small nucleated groups of buildings.

Many farms probably had an element of domestic textile production from at least the post medieval period. The development of domestic textile industry led to an increase in the population of the area and as a consequence more cottages were built and folds expanded. Some surviving rural residences feature the characteristic weavers' cottage windows common in the central Pennines in the late 18th and early 19th centuries (Plate 7). It can be assumed that many of the vernacular rural residences constructed during this period had a domestic workshop element. Notable examples are present at Millbrow. Prior to the industrial period most of Stockport had a rural character. Larger Pennine fringe settlements such as Marple and Cheadle were probably no more than minor villages, hamlets or enlarged folds prior to the 18th century. Stockport, with its developed townscape and market, formed the commercial centre of the district.

Farms can be identified on mapping by their association with agricultural sheds and yards. Very often farms are named, and if not can be identified by interpreting the plans of the main buildings. During the 19th century farm layouts became more formal, often with a detached double pile house and a courtyard surrounded by agricultural sheds. Vernacular cottages were identified by the project as domestic buildings depicted on mapping with historic origins but without a confirmed agricultural function. Such dwellings usually appear in isolation, but are also found in short rows or as semi-detached pairs. They usually have gardens. Historic buildings such as these, particularly where they are found surviving within later residential areas, tend to be converted or altered for modern use and original boundaries may be lost. Many farms have also been converted into higher status private residences.

There are several examples of surviving halls dating to the medieval or early post medieval periods in the Stockport district. Although medieval moated sites were prevalent in areas favourable to moat construction, the most significant example of surviving historic rural housing is the hall. In the borough of Stockport, these range in scale from the very high status Bramall Hall, founded in the medieval period, to the many smaller manor houses and early post medieval yeomen's great houses (Plate 5). *The Country Houses of Greater Manchester* (Walker & Tindall 1985) lists 42 great houses in the Stockport district. Many more are likely to have existed.

The individual scale and status of large houses varied. Many extant farms and hamlets have smaller halls at their core or incorporated into the later building fabric. Other halls were no more than farms with architecture representing elitist aspirations. In the early post medieval period, local independent landowners (yeomen) accumulated considerable wealth from wool and textile production. Their houses were modelled on the houses of the contemporary land-owning elite. Scale and architectural features make these houses stand out from other vernacular buildings of the time as being of higher status. However, these were essentially functional

rural estate buildings and many contain features associated with agriculture or domestic industry. Many houses of this type survive in Stockport. Harrytown Hall, built in the 17th century, is an example (Walker and Tindall 1985). Great houses often display evidence of 18th or 19th century workshop conversion. Some survive only as architectural fragments built into later structures (Plate 6).

Mellor Hall is situated on a manor house site which dates back to the middle ages. The hall was remodelled in the late 17th century in a formal neoclassical style, and represents a wealthy squire's residence. The rise in the fortunes of merchants and industrialists in the 18th and 19th centuries caused an increase in the number of high-status houses in the Stockport area. They drew inspiration from the large country houses and semi-formal parkland of the earlier elite. The Heaton Mersey area was a favoured location for such estates. Mauldeth Hall, for example, was built by 1839 for the American industrialist Joseph Cheeseborough, who founded the Manchester Guardian and the Manchester Bank. Oakwood Hall was built by 1845 for Ormerod Heyworth, the owner of Oakwood Mill. Abney Hall was built in 1847 for former Stockport Mayor and industrialist Alfred Orell (Plate 9) (Walker and Tindall 1985).

It was common for higher status halls to have had associated parks. These could be either medieval deer parks or, later on, designed landscapes and formal gardens. Bramall Hall had a deer park. Earthworks relating to this former function survive. Many halls were acquired by the council in the early 20th century or developed for recreational activities such as golf. Bramall Hall is an example of this (Plate 5). Other examples include Memorial Park (Marple), Brentwood Hall, Brabyn's Hall, Torkington Hall and Edgeley House (Plate 19).

Examples of rural settlement survive throughout the Stockport district. Many historic houses, farms and cottages exist in their original rural context. Elsewhere in Stockport, examples exist in isolation amongst later urban development (Plate 8). Historic buildings in such areas tend to be converted for modern use and original boundaries may be lost. Many farms have also been converted into private residences. The historic farms and houses of Stockport district are generally exceptional in displaying only light modernisation with a high degree of preservation of historic features.

Key management issues relating to Farm complexes, Folds, Weavers' Cottages and Vernacular cottages

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to 19th and early 20th century or earlier occupation
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for standing buildings of historic interest, including vernacular dwellings, farm buildings and former weavers' cottages
Historic landscape interest	<ul style="list-style-type: none"> • Historic farm buildings and cottages may be associated with remnants of earlier enclosure patterns, forming an integral part of rural landscapes • Where old farm buildings and cottages have survived within urbanised areas, they serve as a reminder of historic origins and context, helping locations to preserve an individual identity and 'sense of place'

Threats	<ul style="list-style-type: none"> • Radical alteration of the settings of rural historic farm buildings and cottages as a result of urbanisation • Farms on urban fringes can be vulnerable to change as a result of the loss of farmland and the loss of markets • Alterations to the appearance of historic buildings, leading to the erosion of historic character • Agglomeration of farming estates, leading to complexes of farm buildings becoming redundant • Changes in the use of the surrounding land, such as the creation of golf courses, leading to complexes of farm buildings becoming redundant • Modernisation of farming practices, leading to historic buildings being rendered obsolete and suffering from neglect
Opportunities	<ul style="list-style-type: none"> • Farm buildings and cottages that are of historic significance but are not listed could be identified through a programme of desk-based study and systematic building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Where redundant historic buildings are affected by development proposals, they can potentially be retained and converted for modern uses • In green belt areas, redundant farm buildings can provide some of the few opportunities for new development or rebuild • New development should respect traditional local building styles and the historic distinctiveness of locations, and can ensure continuity of craft skills such as drystone walling • Historic plot outlines and the fabric of surviving early boundaries should be retained
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site that

	<p>contains historic farm buildings or vernacular cottages, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered</p> <ul style="list-style-type: none"> • Awareness of issues relating to the importance of historic farms and cottages should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

Key management issues relating to Elite residences

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to post medieval and earlier occupation, including earlier elite residences that may have existed within the grounds of 18th or 19th century houses
Above-ground archaeological potential	<ul style="list-style-type: none"> • Sites are likely to contain standing buildings of historic interest, including historic halls, post medieval clothiers' houses and the homes of wealthy 19th century industrialists • Estates may include ancillary buildings such as stables, coach-houses, lodges or cottages • Garden or parkland features may also be present, including boundaries and paths
Historic landscape interest	<ul style="list-style-type: none"> • Extant elite residences and their grounds form attractive landscapes and provide important areas of green space • Where elite residences are no longer in private use, the associated parkland or grounds can survive within the current landscape as public parks • Where elite residences themselves or associated lodges or cottages have survived as isolated buildings within developed areas, they serve as a reminder of historic origins and context, helping locations to preserve an individual identity and 'sense of place'
Threats	<ul style="list-style-type: none"> • Radical alteration of the settings of elite residences and associated buildings as a result of urbanisation • Development of the large open spaces represented by the grounds to elite residences, especially where they are situated at the edges of expanding urban areas • Elite residences themselves are by their very nature large and expensive to maintain, and are thus vulnerable to neglect and eventual demolition
Opportunities	<ul style="list-style-type: none"> • Elite residences that are of historic, social or architectural significance but are not listed and not in a Conservation Area could be identified through a programme of desk-based study and systematic building survey • Buildings identified as being of historic or architectural significance, including examples that have retained

	<p>original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works</p> <ul style="list-style-type: none"> • Elite residences can be particularly suitable for conversion into institutions such as schools or colleges, or residential apartments • New development should respect traditional local building styles and the historic distinctiveness of locations and avoid large areas of hardstanding for car parking • The continuity of historic plot boundaries in a modern street scene should be respected to retain distinctiveness • Historic boundary features can be retained within new developments
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site that contains a historic elite residence or associated buildings, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic elite residences should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.4.2 Historic settlement cores

The term 'Historic settlement core' was used to describe complex clusters of residential, commercial and institutional buildings originating before 1851 (indicated

by their presence on the earliest OS or tithe maps). There are only a small number of surviving areas described as historic settlement cores in Stockport. Examples can be found at Marple, Mellor, Stockport and several urban peripheries. Many cores were established as hamlets and commercial cores in the Georgian period (c.1714 to 1820). Development frequently occurred at the junctions of important roads, around canal basins or as ribbon development along arterial routes such as Buxton Road. A typical surviving historic settlement core contains a number of building types which can include shops, houses, former workshops, chapels, public halls and public houses. Cores may also contain the remains of farms and small halls founded at earlier dates than the other buildings.

The 'Historic settlement core' category also includes hamlets and larger folds (Plate 7). These characteristically consist of a group of workshops, cottages (some historically used for weaving) and agricultural buildings dating predominantly to the 18th and 19th centuries. Some contain historic chapels or schools. Greavefold and Millbrow are examples of rural settlement of this type.

Stockport requires a special mention as the district's most significant historic settlement. Stockport was granted market town status in 1260, and acted as a central place for the district's rural produce. The mid thirteenth century borough charter allowed burgage plots to develop. Burgage tenancies were narrow plots of land which typically ran perpendicular to a high street or market place within a medieval town. These were present in Stockport but development was restricted due to the area's unusual topography. Burgage plots held houses, warehouses, shops and workshops.

The market place formed the heart of medieval Stockport. Millgate, Hillgate, Underbank and Churchgate are streets with an attributed medieval date. The outlines of many medieval burgage plots can be traced on modern town plans. Staircase House is a surviving mercantile house established in the 14th century. A timber house, it included domestic spaces, warehouses and workshops. It is a well preserved example of a typical late medieval merchant's house. It is likely that medieval and early post medieval building fabric lies beneath other stone building frontages in the town. Below-ground archaeological remains of the medieval period are also likely to be present.

Population levels probably doubled during the 17th century. Stockport flourished as a market and commercial core. The town significantly expanded and many houses were rebuilt or refronted at this time. Two timber-framed townhouses that survive from this time are Underbank Hall and The Three Shires, both on Great Underbank.

The industrialisation of Stockport brought many changes to the town's historic landscape. The historic core of Stockport became a mix of old and new dwellings, warehouses, inns, churches, assembly rooms and shops (Plates 11 & 42). Several historic houses were modernised at this time. Much of the 18th century expansion of Stockport occurred along Chestergate and Hillgate. Many houses, yard developments, workshops and warehouses were constructed. Stockport's core became more massively redeveloped in the mid to late 19th century. Shops, trade halls and retail warehouses were constructed and the market place was improved. The corporation built new public institutes such as hospitals, sanatoriums, schools, libraries and workhouses. The Technical School was opened in 1889. Vernon Park was opened in 1858. Stockport's town hall was constructed by 1908. Mersey Square became the focus of new municipal development.

Large mid to late 20th century developments within the town of Stockport included the building of a new market hall, new civic buildings, the enlargement of Stockport College, and the construction of the Merseyway precinct, which replaced early 19th century urban development. The Saint Thomas's Church area of the town, formerly occupied by industrial works and terraces, now contains multistorey blocks of flats and social housing. The former goods yards at Stockport Station are now occupied by a leisure centre. The former industrial Park Mills and Great Port wood Street areas have recently been redeveloped with industrial estates and large scale retail outlets. The north of the town was dramatically altered by the construction of the M60 and associated junctions in the late 20th century. Great Portwood Street, King Street West and Brinksway were particularly affected. Although almost all the 18th and 19th century historic character in these areas has been lost to 20th century development, the levels of historic preservation in other parts of the Stockport core is quite high.

Historic settlement cores occur more frequently as a previous type than within the current landscape. All the historic cores mentioned above originally had a greater extent than is depicted in the HLC records for the current landscape. Areas of historic core are most likely to be lost through modernisation and/or redevelopment. Some settlement areas acquired a more commercial element in the late 19th to early 20th century. Once established, this commercial character generally evolved throughout the 20th century. Historic character has often been eroded through individual shop front alterations and piecemeal later additions in different styles. Although historic settlement cores influenced the later development of towns in the Stockport area, physical survival in the more densely developed urban areas becomes fragmentary. Some historic fabric does survive amongst modern development. Examination of Stockport town centre reveals medieval and early post medieval remains. Cheadle represents another important historic core which may demonstrate fragmentary survival of early urban structures. The identification of surviving historic buildings within the more developed parts of Stockport borough is an area which would benefit from further study.

Key management issues relating to Historic settlement cores

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for complex surviving archaeological remains relating to medieval and post medieval settlement
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for standing buildings of historic interest, including vernacular cottages, farm buildings, churches, schools, workshops and commercial buildings • Potential for building frontages of 20th, 19th or even 18th century date to hide earlier structures
Historic landscape interest	<ul style="list-style-type: none"> • Potential for the preservation of early street layouts, and the outlines of historic building plots
Threats	<ul style="list-style-type: none"> • Piecemeal redevelopment, leading to a gradual erosion of historic character • Alterations to the appearance of historic buildings, including the removal of fixtures and decorative elements, leading to the erosion of historic character • Highway works can impact on the character of traditional streets

	<ul style="list-style-type: none"> • Alteration of historic settings by the inappropriate redevelopment of sites in the surrounding area
Opportunities	<ul style="list-style-type: none"> • The extent of surviving sites with historic significance could be identified through a programme of desk-based study and systematic field survey • Individual buildings that are of particular historic significance but are not listed could be identified through a programme of desk-based study and systematic building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Where redundant historic buildings are affected by development proposals, they can potentially be retained and converted for modern uses • New development should respect traditional local building styles and the historic distinctiveness of locations • Historic street patterns and pedestrian routes should be retained • The continuity of building enclosure in a historic street scene should be respected to retain the distinctiveness of historic cores, and the fabric of surviving early boundaries should be retained • The historic urban heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Historic settlement cores should be seen as primary areas for conservation-led regeneration • Well-preserved historic settlement cores are often designated as Conservation Areas. Where this is not the case, these areas should be considered for designation • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and maintaining identity of street frontages • Careful consideration should be given to the siting and extent of car parks and other areas of hardstanding, particularly where the historic urban grain would be sensitive to the unprecedented opening up of large open 'grey' areas

	<ul style="list-style-type: none"> • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site located in an area of historic settlement, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic settlements should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	--

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.4.3 Terraced housing

Terraced housing represents around 5% of the total residential area in Stockport borough (2.42km²). This HLC type was used to describe rows of houses with a unified frontage, constructed predominantly in the late 18th to early 20th centuries. These were largely built to accommodate industrial workers. The scale of development ranged from individual rows to extensive gridiron estates.

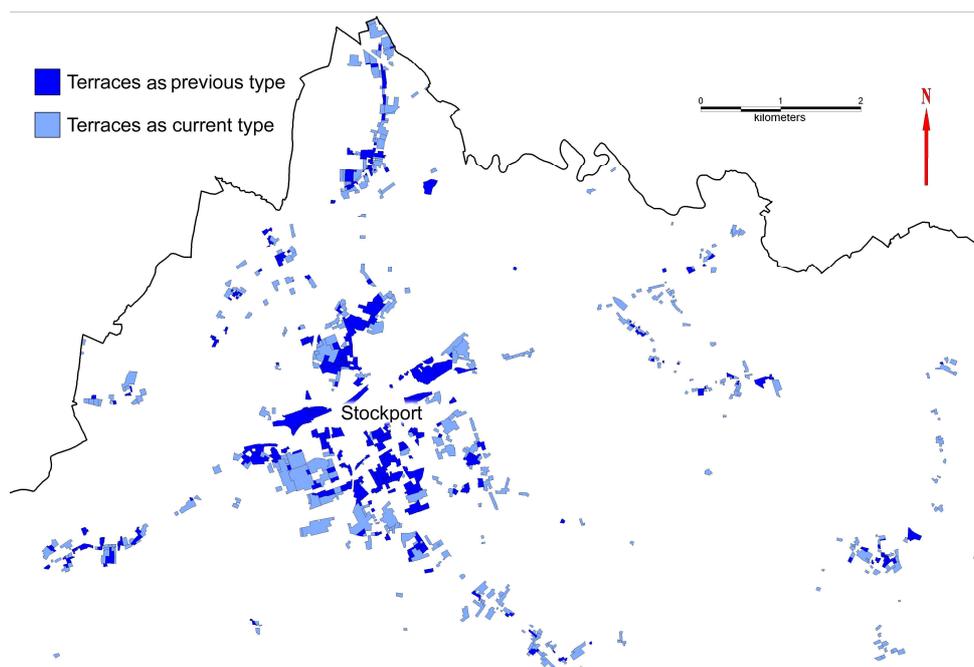


Figure 20 Map showing terraced housing (pre-1961) as current and previous types

The earliest workers' housing in Stockport occurred as back-to-back and court developments located particularly around the principal historic town cores, in the late 18th to early 19th century. Terraces formed a significant part of the general urban expansion, particularly on the peripheries of Stockport town centre in areas such as Middle and Higher Hillgate, London Place and the Water Street area (now the Mersey Way precinct). Terraces also occurred as out-of-town developments associated with the growing textile industry, mining, or communication nodes such as the Lancashire Hill canal basin. The housing type evolved further in the late 19th century, with layouts becoming more formal and developments larger; updated house designs conformed to new health and planning regulations (Plate 12). Large gridiron estates of through terraced houses with back passages were built in association with industrial sites.

The Portwood area and parts of Edgeley had become extensively built up with large gridiron developments of terraced houses by the mid 19th century. Edgeley continued to develop into the early 20th century. By the late 19th century South Reddish, the Belmont Street area west of Lancashire Hill, areas off Wellington Road, Cale Green and Castle Street had become developed. At this time large-scale development was mainly restricted to the Stockport town area with smaller satellite developments at Hazel Grove, Cheadle, Marple, Reddish, Offerton and Heaton Mersey. Terraced workers' houses did not occur in isolation, but instead formed part of a wider social and industrial landscape. Churches, halls, schools and social institutes were often incorporated into large developments (Plate 30). The building of terraced houses continued into the early 20th century.

Subsequent improvements in public and private transport allowed more people to live in areas away from their place of work, thus removing the need for housing local to works or inner urban areas. Large planned estates of social and private housing began to fulfil the role of terraced workers' housing from the interwar period onwards. Terraced housing came to be seen as undesirable or even accorded slum status. After the post-war period many areas of terraces were cleared wholesale and replaced by more modern housing. Where estates have been destroyed, it is not unusual for buildings such as public houses or shops to have been retained, to stand in isolation amongst more recent development.

Around 1.58 km² (approximately 43%) of the terraced houses in the borough of Stockport have been lost due to subsequent redevelopment, particularly as a result of planned late 20th century urban renewal in the area immediately around Stockport town centre. Survival of the large gridiron developments of the 19th and early 20th centuries is fragmentary. Good survival can still be seen at Edgeley and Cale Green. Elsewhere, survival is patchy and dispersed.

Key management issues relating to areas of Terraced housing

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to 18th, 19th and 20th century settlement
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings of historic interest, including terraced houses ranging from back-to-back cottages to middle-class residences • Within larger areas of terraced housing, there is potential for the survival of contemporary institutional buildings such as chapels and schools

Historic landscape interest	<ul style="list-style-type: none"> • Terraced housing once formed a significant element of the urban landscape in the north west. Surviving remnants are an important reminder of the industrial-era heritage of the region
Threats	<ul style="list-style-type: none"> • Many terraced houses are of relatively low value and, as old building stock, are vulnerable to disuse, neglect and demolition • Wholesale clearance and redevelopment of areas of terraced housing leads to the loss of historic street patterns as well as built fabric • Piecemeal clearance of smaller areas, including individual terraces, leads to an erosion of historic character • Alterations to the appearance of historic buildings, including insensitive modernisation, lead to the erosion of historic character • Associated institutional buildings such as schools and chapels are in danger of becoming redundant and being replaced or are reused, for example as garages or warehousing, which can result in the loss of historic fabric and erosion of historic character
Opportunities	<ul style="list-style-type: none"> • The extent of surviving sites with historic significance could be identified through a programme of desk-based study and systematic field survey • Historic street patterns, including the characteristic 'gridiron' layout of some areas of terraced housing, should be retained • Individual buildings or terraces identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • The continuity of historic boundaries predating the construction of terraced housing should be respected to retain distinctiveness • New development within areas of terraced housing should respect traditional local building styles and the historic distinctiveness of locations • Where redundant historic buildings are affected by development proposals, they can potentially be retained and converted for modern uses • The historic urban heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Areas of historic terraced housing that form significant remnants of 19th or early 20th century landscapes, retaining associated buildings such as schools, chapels and corner shops, should be considered for the creation of new Conservation Areas • Historic buildings and structures that are neither listed nor in

	<p>a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest</p> <ul style="list-style-type: none"> • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site located in an area of terraced housing, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic terraced housing should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.4.4 Villas/detached housing, including Town houses

Villas/detached housing and Town houses represent around 9% of the total residential area in Stockport borough (4.04km²). Such houses represent the dwellings of the middle classes. They are typically large, higher status detached houses set in large gardens. Some housing of this type also occurs as short terraced rows of large houses with front and rear gardens, or substantial semi-detached houses. Stockport was extensively rural in the 18th and early 19th centuries with detached higher status villas dispersed throughout the landscape. The type can include squire's residences, lodges and vicarages. However, the villas recorded in Stockport have a predominantly urban and suburban distribution. By 1851 (OS 6" 1st edition map) parts of Stockport district had become extensively developed with dispersed low density high-status housing. Cheadle Moseley, Cheadle Heath, Edgeley, South Reddish, Heaton Mersey and Heaton Norris were popular suburbs (Plate 9). Some very high status houses had their own private parkland. Areas on the fringes of Stockport town (which extended as ribbon development along arterial roads) also became developed with villas and town houses (Plate 11). This is the case along Churchgate and Spring Gardens, where examples of townhouses survive from this period.

Improvements to public transport systems in the mid to late 19th century allowed the more affluent of Stockport and Manchester's population to move into the country and form new suburbs. Earlier high-status houses in the inner core of Stockport town were becoming subsumed by industrial development and workers' housing. Villa suburbs developed around Cheadle, Cheadle Hulme, Heaton Chapel and Heaton Moor. Many houses along Buxton Road and around Cale Green could also be classified as villas.

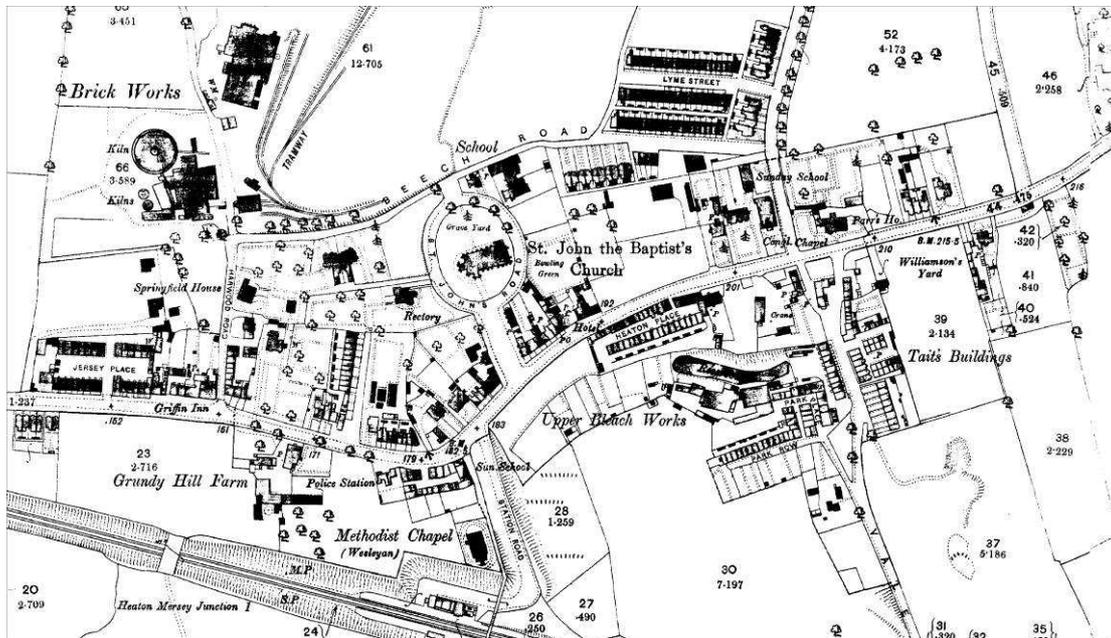


Figure 21 Map showing formal planned 19th century development around St John's Road, Heaton Mersey (OS Lancashire 1892-4 25" map)

Efforts were made in the late 19th century to formalise the development of villas, higher status terraces and semi-detached houses into planned estates. Crescent Park at Norris Hill was an attempt to create a villa park estate. The street pattern had been laid out by 1894 (OS 1st edition 25"). A church and a number of villas and higher status semi-detached houses were constructed at this time. However, the plan was never fully realised. Many plots remained undeveloped until the interwar period when a new form of planned estate was introduced. A better surviving example is preserved around St John's Road, Heaton Mersey. Again, this mid to late 19th century development was arranged around a formal street plan and included a contemporary church and hall (see figure 21). Despite modern infill development, the area retains much of its 19th century character. Later 19th and early 20th century estates of villas and higher status semi-detached houses developed a character that had more in common with planned private developments.

Privately constructed villa status houses continue to be built to the present day. These predominantly occur on the suburban fringes or as infill development. There are particular concentrations of high-status 20th century housing around Bramhall, Romiley and Marple Bridge.

Similar to the trends demonstrated by terraced housing, the survival of historic villas is quite low. An area of villas and villa gardens covering around 2.5km² has had a change of use or been demolished. The size of these buildings makes them suitable for reuse as institutes such as schools or for residential conversion into more than one dwelling. Modern infill development of garden plots has also had a high impact on the settings of villas and detached houses (Plate 10).

Key management issues relating to areas of Villas/detached housing

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to 18th, 19th and 20th century settlement, including garden features
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings of historic interest, including architect-designed residences of local, regional or national importance
Historic landscape interest	<ul style="list-style-type: none"> • Villas and detached houses represent an early element of suburbanisation, serving as a reminder within the landscape of some of the changes in society that took place in the 19th century
Threats	<ul style="list-style-type: none"> • Villas and high-status detached houses are usually of a substantial size and can be too large or expensive to maintain as family homes. They are thus vulnerable to subdivision, conversion and redevelopment • Large plot sizes make sites attractive for redevelopment; several modern houses or one or more new apartment blocks can be built in the grounds of a single villa. Even where the original house is retained within a redevelopment, the insertion of new buildings alters its setting and can result in a significant increase in hardstanding and parking areas • Such infill and piecemeal redevelopment alters the grain of suburban and urban areas, greatly increasing the characteristically low density of dwellings and reducing the area of green space • Alterations to the appearance of historic buildings, including insensitive modernisation and conversion, lead to the erosion of historic character
Opportunities	<ul style="list-style-type: none"> • Villas and detached houses that are of historic, social or architectural significance but are not listed could be identified through a programme of desk-based study and systematic building survey • Buildings identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Historic property boundaries and plot outlines are often retained due to the piecemeal nature of redevelopment in areas of villa housing. This retention should be encouraged • Sensitive conversion of villas for institutional or multi-occupancy residential use can give them a new lease of life and ensure their continued survival • New development should respect traditional local building styles and the historic distinctiveness of locations

	<ul style="list-style-type: none"> • The historic urban and suburban heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • The creation of new Conservation Areas should be considered for areas of well-preserved villa housing that have retained original features and settings • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban or suburban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • High-density new build that results in the loss of historic plots as visible landscape features should be discouraged. The building of apartment blocks on a similar scale to the villas that are being replaced, and set in landscaped grounds, can help to ensure some continuity of the grain and character of areas. Care should be taken to ensure that car parks and other areas of hardstanding do not harm landscape setting • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for the site of an existing villa or high-status detached house, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic villa housing should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.4.5 Social housing development, High rise flats and Low rise flats

Social housing developments represent the largest residential class in the borough of Stockport. Around 8.24km² of housing of this type was identified during the study, representing 18% of all the housing in the borough. Discrete areas of high and low rise flats represent 1.47 km² (approximately 3%). However, other low rise flats will also be present within the district, interspersed amongst other housing types within larger social or private estates.

The distinction between planned private and planned social housing developments was often difficult to discern on the basis of map study alone. It is likely that some residential areas were misrepresented. Generally, a predominance of short terraced rows and the presence of low rise flats were taken to indicate planned social housing. Some developments of semi-detached houses were also identified as social housing. Estates were generally built on a large scale, and were designed to include facilities for the newly created communities. Road layouts, churches, parades of shops, public open spaces, parks and schools were an integral part of these designs. Estate plan morphology and individual plot size varied. Some pubs, small-scale schools and chapels were recorded as attributes of residential areas rather than treated as separate character areas. Figure 22 depicts the housing types by zone in the Lancashire Hill area.

The building of social housing on a significant scale began in Stockport after the First World War. The 1919 Housing Act required local councils to provide homes in areas of housing shortage. Several developments from about this period were identified. A good example is the Adswold estate. Although it predominantly consists of semi-detached houses, Adswold was one of the first council built estates in the district (Plate 14). Today Adswold is a mix of private and social housing. Other notable examples of early to mid 20th century large-scale social housing estate development occurred around Heaton Norris, Cheadle, Gatley, Cheadle Hulme, Bramhall Green, Reddish and Stockport Little Moor.

The national policy on house-building continued into the mid- to late 20th century, with the requirement for social housing increasing during this period. Victorian 'slums' were cleared and new-build estates were constructed on a large scale on low value agricultural land at the edges of towns (Plate 15). The large Bridge Hall estate was built in the 1960s on an estate formerly belonging to the Bridge family. It was during the latter half of the 20th century that much of Stockport's workers' housing was replaced through schemes of urban regeneration and social housing construction. Mid to late 20th century residential developments around St Thomas's Church, Stockport were constructed on the site of 19th century terraces, works and a mill. The social housing boom had peaked by the late 1970s. However, notable examples of late 20th century social housing include high-rise flat developments at Lancashire Hill and Mottram Street (Plate 16). High-rise flats were recorded at only 11 sites in the borough, all in or around Stockport town and Brinnington. There were over 300 records for low-rise flats.

Many council houses were sold at a subsidised price to their occupiers in the 1980s and 1990s. However, local authority involvement in housing provision continues to the present day. The last thirty years have been characterised by continued renewal and the improvement or replacement of obsolete social housing designs. This has occurred particularly in run-down estates in an effort to improve living conditions and address social problems. New houses are also being constructed by private developers in partnership with the civic authorities and housing associations (Plate 17).

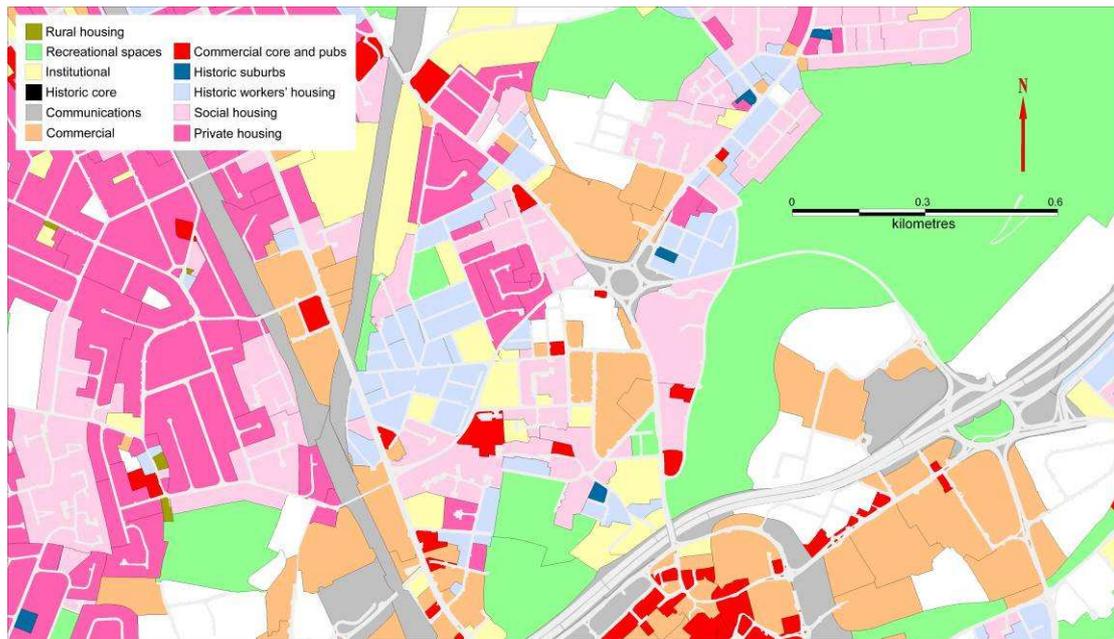


Figure 22 Map showing zoned housing types in the Lancashire Hill area

Key management issues relating to Social housing developments

<p>Below-ground archaeological potential</p>	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to agricultural activity and other occupation predating 20th century development • Increased potential for survival of archaeological remains, where present, within areas of undeveloped open space such as allotment gardens and playgrounds
<p>Above-ground archaeological potential</p>	<ul style="list-style-type: none"> • Extensive areas of mid- to late 20th century houses, often with associated features characteristic of local authority estates, such as particular styles of fencing and porches, and fixtures such as windows, doors and door furniture • Non-residential contemporary buildings built as integral elements of estates often survive, including pubs, parades of shops, and institutions such as schools, churches and libraries
<p>Historic landscape interest</p>	<ul style="list-style-type: none"> • Planned estates have a significant visual impact at a landscape scale, particularly where they have been designed and laid out with a geometric or other characteristic plan form
<p>Threats</p>	<ul style="list-style-type: none"> • The right for people to buy their council houses has led to different patterns of ownership so that estates are no longer maintained in a uniform fashion. Householders make individual improvements, leading to an erosion of the uniform character of estates • Older and less well-maintained housing stock can be vulnerable to clearance and redevelopment as part of wider regeneration projects • Green open spaces within local authority estates can be vulnerable to infill development, introducing different

	<p>styles of housing that do not always blend in, and altering the grain of estates</p>
Opportunities	<ul style="list-style-type: none"> • Local authority estates that are of historic, social or architectural significance could be identified through a programme of desk-based study and systematic building survey • Estates identified as being of historic, social or architectural significance should be retained. Where this is not possible, detailed recording of a representative sample of houses and associated buildings should be carried out prior to any demolition works • Individual buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • The designed layouts of local authority estates should be retained, including both street patterns and open spaces integral to the original design (where the layout contributes to good design) • The continuity of historic boundaries predating the construction of social housing estates should be respected to retain distinctiveness • New development should respect traditional local building styles and the historic distinctiveness of locations • The historic suburban heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • The creation of new Conservation Areas should be considered for examples of well-designed, distinctive local authority estates where a significant number of dwellings have retained original fixtures and other features • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban or suburban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their

	<p>significance at pre-application stage</p> <ul style="list-style-type: none"> • Where planning permission is granted for a site located in an area of social housing, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic social housing should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

Key management issues relating to Low rise and High rise flats

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to agricultural activity and other occupation predating 20th century development • New flats can be built on 'brownfield' sites, including former industrial and residential areas. By their very nature, such sites have the potential to contain archaeological remains relating to these previous uses
Above-ground archaeological potential	<ul style="list-style-type: none"> • Sites may include standing buildings of historic interest, particularly subdivided former villas that have been retained within wider redevelopment schemes
Historic landscape interest	<ul style="list-style-type: none"> • High rise flats have a strong impact on the landscape, often being visible from great distances • Low rise flats can also dominate the local landscape, as they are often built on a larger scale or in denser concentrations than earlier housing in the vicinity • Well-designed blocks of flats of any date may themselves represent landmark features of architectural significance
Threats	<ul style="list-style-type: none"> • New-build flats can have a significant impact on the landscape, erasing whole areas of previous character types, including historic street layouts as well as built fabric. Special consideration should be given to the impact that large new structures may have on existing historic landscape character • The larger plot sizes of former detached villas can make sites attractive for redevelopment; several modern houses or one or more new apartment blocks can be built in the grounds of a single villa, altering the grain of suburban and urban areas, and affecting the garden settings of villas where the original house is retained within a redevelopment • Other infill and piecemeal redevelopment with new-build flats alters the grain and density of suburban and urban areas • Blocks of 20th century flats, particularly high rise blocks or local authority flats, can have a limited life-span due to the construction techniques used and also to social perceptions of such flats as undesirable places to live.

	They are thus vulnerable to demolition and redevelopment
Opportunities	<ul style="list-style-type: none"> • Blocks of flats that are of historic, social or architectural significance could be identified through a programme of desk-based study and systematic building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • The continuity of historic plot boundaries in a modern street scene should be respected to retain distinctiveness
Management recommendations	<ul style="list-style-type: none"> • The creation of new Conservation Areas should be considered for areas of well-designed, distinctive blocks of flats that are of historic interest • Individual buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of previous historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for the construction of low or high rise flats, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic and iconic flats should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies • Special consideration should be given to the impact that large new buildings may have on historic character

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.4.6 Semi-detached housing

This character type largely comprises areas of privately built estates made up overwhelmingly of semi-detached houses. Such estates often include small amounts of housing of different types, such as short terraces, detached houses or small groups of low-rise flats. Significant numbers of semi-detached houses can also be found within other HLC types, particularly Social housing developments, Villas/detached housing (which can include substantial high-status later 19th century semis), and Private housing estates (Plate 14). The latter, particularly those built in the late 20th and early 21st centuries, very often comprise a mix of different types of housing. It should therefore be borne in mind that the area covered by this HLC type does not represent all of the actual semi-detached housing in the borough. The Adswold estate, for example, is a social housing development established in the early 20th century. The earliest parts consist of semi-detached houses typical of the period.

The area characterised during the project as semi-detached housing covers 6.14km², or 13% of the Residential broad type. The majority were built in the mid- to late 20th century, although some predate 1851 and there are also examples of development on a significant scale from the interwar period. The house design, providing quality living spaces with large gardens in a low density setting, typifies the aspirations of the interwar and post-war housing booms. The distribution pattern is similar to that of planned and private estates, which form an integral part of modern suburbs. They are present on the outer urban fringes of Stockport, particularly around Cheadle Heath, Cheadle Hulme, Heaton Mersey, Edgeley, Stockport Little Moor, Heaviley and South Reddish. Cheadle Heath and Cheadle Hulme demonstrate good examples of interwar estates.

It is not unusual for examples of earlier residential HLC types, such as farm complexes or elite residences, to be subsumed by semi-detached housing development. Such sites may survive within the later estates as 'islands' of earlier character. There is thus a potential for archaeological remains relating to these sites to be present, and some potential for surviving pre-20th century buildings.

Key management issues relating to areas of Semi-detached housing

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to agricultural activity and other occupation predating 20th century development • Increased potential for survival of archaeological remains, where present, within areas of undeveloped open space such as allotment gardens and playgrounds • Modern semi-detached housing can be built on 'brownfield' sites, including former industrial and residential areas. By their very nature, such sites have the potential to contain archaeological remains relating to these previous uses
---------------------------------------	---

Above-ground archaeological potential	<ul style="list-style-type: none"> • Areas of semi-detached houses dating from the later 19th century up to the present day, exhibiting a wide variety of styles, often with design features characteristic of the decades in which they were built • Earlier buildings such as farmhouses or vernacular cottages can survive as 'islands' of historic character within areas of later 19th to 21st century housing
Historic landscape interest	<ul style="list-style-type: none"> • Large areas of semi-detached housing have a significant visual impact at a landscape scale, and represent the physical embodiment of suburbanisation, an important aspect of 20th century social history • Where residential development has taken place on areas of former enclosed land, the outlines of estates and internal roads and property divisions may follow the lines of former field boundaries, leading to the fossilisation of elements of earlier landscapes
Threats	<ul style="list-style-type: none"> • Older and less well-maintained housing stock can be vulnerable to clearance and redevelopment as part of wider regeneration projects • Green open spaces within housing estates can be vulnerable to infill development, introducing different styles of housing that do not always blend in, and altering the grain of estates
Opportunities	<ul style="list-style-type: none"> • Estates of semi-detached houses that are of historic, social or architectural significance could be identified through a programme of desk-based study and systematic building survey • Estates or groups of houses identified as being of historic, social or architectural significance should be retained. Where this is not possible, detailed recording of a representative sample of houses should be carried out prior to any demolition works • Individual buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • The continuity of historic boundaries predating the construction of housing estates should be respected to retain distinctiveness • New development of semi-detached housing should respect traditional local building styles and the historic distinctiveness of locations • Where redundant historic buildings are affected by proposals for semi-detached housing development, they can potentially be retained and converted for modern uses, to provide a historic context for the site • The historic suburban heritage can be promoted as a focus for community-based projects

Management recommendations	<ul style="list-style-type: none"> • The creation of new Conservation Areas should be considered for areas of well-designed, distinctive houses characteristic of particular eras of house-building • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of previous historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban or suburban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site located in an area of semi-detached housing, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic semi-detached housing should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
----------------------------	---

A range of statutory protection is available for buildings and areas of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.4.7 Private housing development

Private housing accounts for the largest proportion (47% or 21.77km²) of the total area of the Residential broad type in Stockport. Developments of all scales are represented throughout the district. Many developments were large in scale, forming suburban estates. Construction was overwhelmingly 20th century with examples from the interwar and post-war periods and the second half of the 20th century, and the first few years of the current century. Larger estates tended to be built on previously undeveloped land (overwhelmingly agricultural land, but including horticultural plots and former recreational land). Several were constructed on the sites of earlier housing or on former industrial works as part of post-war redevelopment. Smaller scale private developments were also built, often as infill or replacing earlier

buildings. Very little private development was recorded in areas adjacent to the Stockport town core. The character type can be defined as any estate or area of housing which was speculatively funded by private developers. It is thus varied, with character areas ranging from extensive estates with facilities such as shops and schools, to individual cul-de-sacs (Plate 18).

These estates represent 20th century middle class suburban growth in the borough. The tradition of large-scale private property speculation originated in the early interwar period and boomed after the 1950s. Cheadle, Gatley and Bramhall became developed, with populations more than doubling in the interwar period. In the eastern half of the district housing development of this period tended to be smaller in scale, around Marple, Bredbury and Hazel Grove (Plate 13). Populations were able to live in such areas due to improvements in road transport and an increase in the private ownership of cars. Indeed, many later estates were designed with road access as a matter of principle. Cheadle is linked to Manchester by the early 20th century Kingsway parkway. Contemporary suburban development lines the route as far as Levenshulme.

The observable distinction between privately and publicly funded housing developments in the borough is frequently blurred with regard to lower status housing. Government house-building policies, particularly in the interwar period, encouraged private speculation through state-aided funding. Uniformity in the design and plan of houses on large estates means that it can be difficult to distinguish between public and private developments, particularly when working purely from mapping. Identification can be tentatively made through an analysis of housing types and street layouts. Semi-detached houses are a very common form of housing in suburban working-class Stockport on both council and private estates. However, the presence of areas of detached housing and an absence of the low rise flats and short terraced rows often seen on council estates is generally diagnostic of a private housing development.

It is not unusual for examples of earlier residential HLC types, such as the sites of farm complexes or elite residences, to be subsumed by suburban development. Such sites may survive as 'islands' of earlier character within later estates. There is thus a potential for archaeological remains relating to these sites to be present, and some potential for surviving pre-20th century buildings.

Key management issues relating to Private housing development

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to agricultural activity and other occupation predating 20th century development • Increased potential for survival of archaeological remains, where present, within areas of undeveloped open space such as allotment gardens and playgrounds • Modern housing developments in urban areas are often built on 'brownfield' sites, including former industrial and residential areas. By their very nature, such sites have the potential to contain archaeological remains relating to these previous uses
Above-ground archaeological potential	<ul style="list-style-type: none"> • Extensive areas of mid-to-late 20th century houses built to a uniform design or a limited number of designs, often with associated features common to groups of houses within the estate, such as particular styles of porches,

	<p>and fixtures such as windows, doors and door furniture</p> <ul style="list-style-type: none"> • Non-residential contemporary buildings built as integral elements of estates often survive, including pubs, parades of shops, and institutions such as schools, churches and libraries • Houses within smaller areas of private development can be built to a distinctive design characteristic of the decade in which they were built • Earlier buildings such as farmhouses or vernacular cottages can survive as 'islands' of historic character within areas of 20th century housing
Historic landscape interest	<ul style="list-style-type: none"> • Large areas of private housing have a significant visual impact at a landscape scale, and represent the physical embodiment of suburbanisation, an important aspect of 20th century social history • Estates and smaller developments can often be dated by their layouts, which followed the fashions and ideas of planning at the time when they were built. Distinctive patterns include the long avenues of the 1930s-1950s, and the irregular winding culs-de-sac of the 1980s and 1990s • Where residential development has taken place on areas of former enclosed land, the outlines of estates and internal roads and property divisions may follow the lines of former field boundaries, leading to the fossilisation of elements of earlier landscapes
Threats	<ul style="list-style-type: none"> • Older and less well-maintained housing stock can be vulnerable to clearance and redevelopment as part of wider regeneration projects • Green open spaces within housing estates can be vulnerable to infill development, introducing different styles of housing that do not always blend in, and altering the grain of estates
Opportunities	<ul style="list-style-type: none"> • Private housing estates that are of historic, social or architectural significance contribute to good urban design and could be identified through a programme of desk-based study and systematic building survey • Estates identified as being of historic, social or architectural significance should be retained. Where this is not possible, detailed recording of a representative sample of houses and associated buildings should be carried out prior to any demolition works • Individual buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • The continuity of historic boundaries predating the construction of housing estates should be respected to

	<p>retain distinctiveness</p> <ul style="list-style-type: none"> • New development of private housing estates should respect traditional local building styles and the historic distinctiveness of locations • Where redundant historic buildings are affected by proposals for private housing development, they can potentially be retained and converted for modern uses, to provide a historic context for the site • The historic suburban heritage can be promoted as a focus for community-based projects
<p>Management recommendations</p>	<ul style="list-style-type: none"> • The creation of new Conservation Areas should be considered for examples of well-designed, distinctive estates where a significant number of dwellings have retained original fixtures and other features • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of previous historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban or suburban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site located in an area of private housing, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic private housing should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for buildings and areas of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.4.8 Conversions

There are 163 records for the Stockport district with the HLC type 'Conversions', dispersed throughout the area. The majority are former farms or agricultural buildings (frequently barns), converted in the mid- to late 20th century into private residences. The category also includes the conversions of historic villa residences, police stations, public houses, mine winding sheds and institutes into houses or apartments (Plates 31 & 36). Conversion ensures the survival of historic buildings that might otherwise be lost, having become redundant for their original purpose. Generally much of the historic character of converted buildings is maintained, particularly on the exterior, with a 'significant' legibility as defined by the project. Many important historic farms, houses and industrial buildings in the borough have been preserved in this way.

Key management issues relating to residential Conversions

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to post medieval settlement and industry
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potentially a range of standing buildings of historic interest, including former industrial buildings, farm buildings, chapels, schools and large historic houses
Historic landscape interest	<ul style="list-style-type: none"> • Where earlier buildings have survived within urbanised areas, they serve as a reminder of historic origins and context, helping locations to preserve an individual identity and 'sense of place' • Former villas represent an early element of suburbanisation, serving as a reminder within the landscape of some of the changes in society that took place in the 19th century • Former industrial buildings can serve as reminders of an important aspect of an area's history
Threats	<ul style="list-style-type: none"> • Alterations to the appearance of historic buildings undertaken as part of the conversion process can lead to the erosion of historic character
Opportunities	<ul style="list-style-type: none"> • Sensitive conversion of redundant buildings for residential use can give them a new lease of life and ensure their continued survival • Converted buildings that are of historic, social or architectural significance but are not listed could be identified through a programme of desk-based study and systematic building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • New development should respect traditional local building styles and the historic distinctiveness of locations • The continuity of historic plot boundaries in a modern street scene should be respected to retain distinctiveness

<p>Management recommendations</p>	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and maintaining identity of street frontages • Careful consideration should be given to the siting and extent of parking areas, particularly where the historic urban grain would be sensitive to the unprecedented opening up of large open 'grey' areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for the conversion of a historic building, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic industrial and domestic buildings should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
-----------------------------------	--

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.5 Ornamental, parkland and recreational broad type

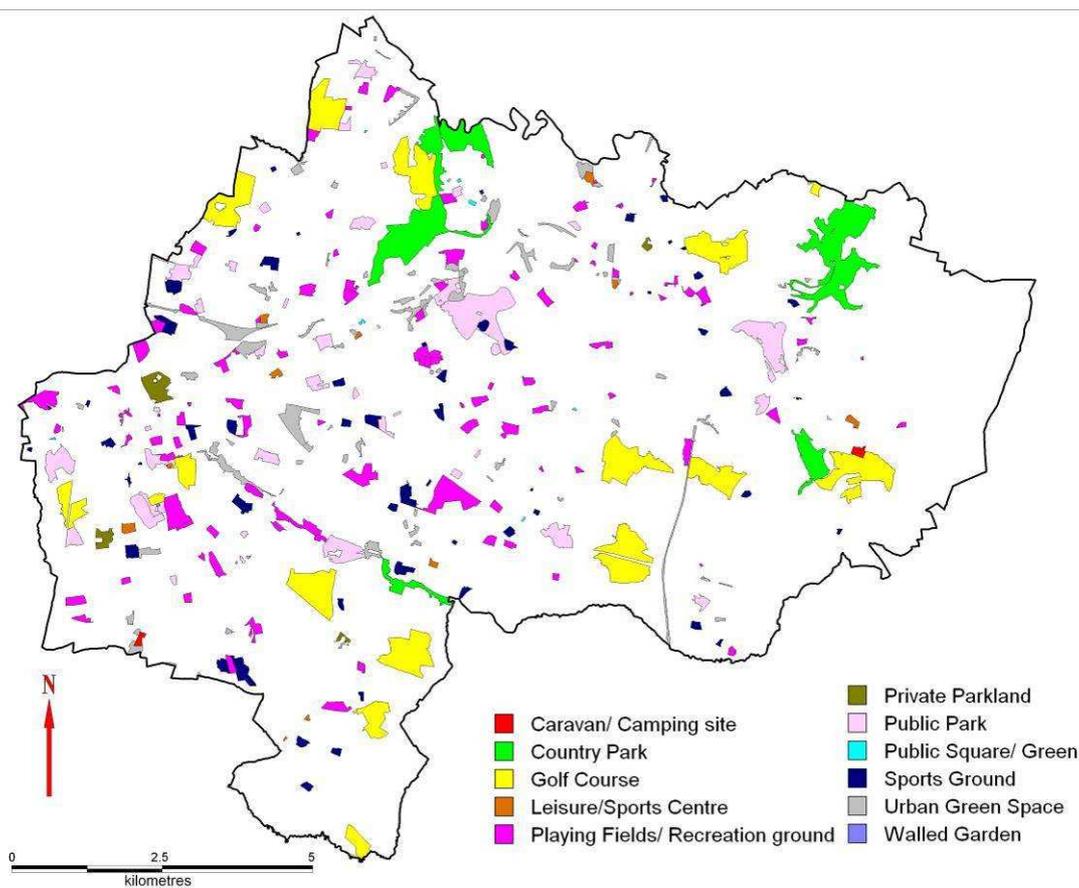


Figure 23 Map showing the distribution of Ornamental, parkland and recreational HLC types in Stockport

Definition of the broad character type

These areas comprise designed ornamental landscapes, areas set aside for sporting activities, and other areas used for recreational purposes, including those that have not been developed and are used by local people for dog walking and other informal everyday activities.

HLC type	Area covered by HLC type (km ²)	% of Ornamental, parkland & recreational land represented
Sports ground	1.11	7
Public park	2.73	16
Playing fields/ recreation ground	2.75	17
Golf course	5.03	30
Urban green space	1.68	10
Public square/ green	0.02	<1
Leisure/sports centre	0.17	1
Walled garden	0.003	<1
Private parkland	0.26	2
Country park	2.81	17
Caravan/ camping site	0.06	<1
Totals	16.62	100%

Table 6 Area covered by the different Ornamental, parkland and recreational HLC types

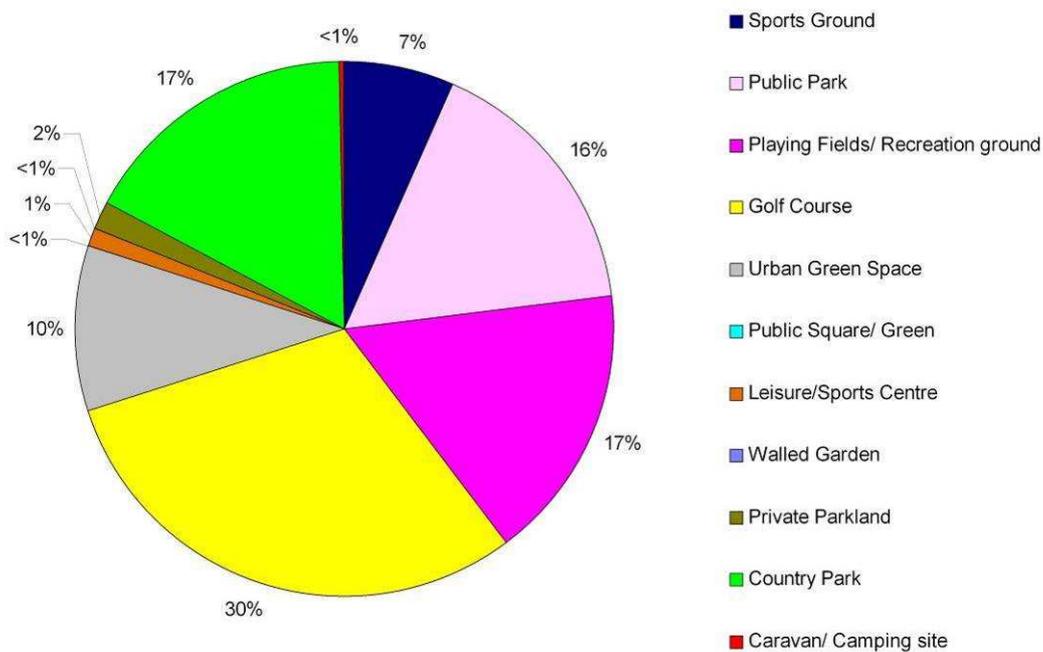


Figure 24 Pie chart showing the percentage by area of Ornamental, parkland and recreational HLC types in Stockport

Ornamental, parkland and recreational areas in Stockport

Within the Stockport district the Ornamental, parkland and recreational broad type is distributed fairly evenly and covers 16.62 km². This represents about 13% of the total area of the borough. Details are shown in Table 6 and Figures 23 and 24 above. The HLC types within this broad type overlap considerably, as it includes areas of mixed facilities that could be categorised in different ways.

The most significant of the Ornamental, parkland and recreational HLC types in Stockport are Golf courses at 30% (5.03 km²), Country Parks at 17% (2.81km²), and Public parks at 16% (2.73km²). In addition to this, Playing fields/recreation grounds and Sports grounds have been considered together and represent a further 24% of the area (3.86km²).

Six principal HLC types were identified for detailed analysis on the basis of their presence in the landscape or their historical significance:

- Playing fields/recreation grounds and Sports grounds
- Public parks
- Country parks
- Urban green spaces
- Golf courses
- Private parkland

7.5.1 Playing fields/recreation grounds and Sports grounds

Playing fields/recreation grounds and Sports grounds have been considered together because of their similar character and the overlap in their definitions, with recreation grounds often including areas laid out as sports grounds.

Sports grounds, playing fields and recreation grounds in Stockport are distributed quite evenly through the urban and suburban areas, tending to be situated within or adjacent to residential areas where they are easily accessible to the population. The majority of such areas comprise football or rugby pitches, cricket grounds, tennis courts, bowling greens, and areas named on mapping as recreation grounds or playing fields. Many of the more formal sports grounds have pavilions or club houses. The 'Playing fields' type does not include school fields, which have been characterised along with their associated schools as institutional areas. Some individual playground sites were identified, although many playgrounds form elements of larger recreational areas, or are too small to be characterised in their own right.

Several large football or rugby grounds were identified, including:

- Park Road Football Stadium
- Burnage Rugby Football Club
- Stockport County FC Edgeley Park Stadium
- Manchester Rugby Club

Eighteen cricket grounds were recorded, dispersed quite evenly across the borough.

The more unusual sites identified within the playing fields/ recreation ground and sports grounds HLC type included:

- the late 20th to early 21st century Marple Dale Canoe Club at Marple Dale
- a mid 20th century cycle track at Gatley
- athletics tracks
- a mid 20th century rifle range at Offerton Green
- riding stables
- the late 20th to early 21st century Lady Brook Valley Interest Trail at Bramhall
- a cricket, tennis and lacrosse club at Heaton Moor, which originated as a cricket ground in the 1890s or early 20th century

The earliest sports grounds in the district date to around the mid-19th century; two bowling greens were present behind public houses (the Romiley Arms in Romiley and the Royal Oak in Hazel Grove) by the 1870s. Several cricket grounds also originated in the 19th century. Surviving sites may still include some of their early or original features, such as club houses or pavilions, but may also have been reorganised over the years.

The majority of the recreation grounds and playing fields in Stockport date from the mid to late 20th century, often in association with suburban housing developments. These tend to contain features such as playgrounds, football pitches and games courts.

Key management issues relating to Playing fields/recreation grounds and Sports grounds

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains of any age within undeveloped open areas
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing structures of historic interest, including 19th and 20th century pavilions and clubhouses • Some sports grounds Greater Manchester, such as the

	<p>Lancashire County Cricket Ground in Trafford, may contain buildings of regional or national importance</p> <ul style="list-style-type: none"> • Associated boundary features such as railings and gateposts; although some iron railings are likely to have been removed during the Second World War, evidence may still survive
Historic landscape interest	<ul style="list-style-type: none"> • Playing fields, sports grounds and recreation grounds often represent significant expanses of open green space within otherwise built-up areas • The perimeters of playing fields, sports grounds and recreation grounds may respect or incorporate earlier boundaries relating to field systems or settlement • Some types of 19th and early 20th century sporting facilities such as bowling greens and tennis clubs formed part of a wider urban social landscape, being integrated into street layouts in association with residential developments or public houses • Mid- and later 20th century playing fields and sports grounds are often associated with contemporary housing developments, particularly large planned estates • Another type originating in the 19th century was the public pleasure ground, incorporating various sporting facilities with gardens and tea rooms
Threats	<ul style="list-style-type: none"> • Large open areas such as playing fields can be vulnerable to piecemeal development at the edges, where the taking of small amounts of land for housing or other development gradually encroaches upon the open green space • Smaller sports facilities such as bowling greens may become disused where a particular activity becomes less popular, and may be vulnerable to the development pressures of urban and suburban areas • Construction of modern housing or other buildings on the sites of former urban open spaces alters the historic grain of settlements and erodes historic character
Opportunities	<ul style="list-style-type: none"> • Good or rare examples of historic pavilions or other recreational buildings that are not currently listed could be identified through a programme of systematic evaluation and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Historic layouts, including paths and landscaping, form integral aspects of the historic character of recreation grounds. Where the original layout of a historic recreation ground survives, this should be maintained wherever possible

	<ul style="list-style-type: none"> • Any new development that does take place within former open recreational areas should respect traditional local building styles and the historic distinctiveness of locations • Sports grounds and recreation areas were created for public enjoyment and to serve local communities. These aims should be respected and promoted alongside the historic context of individual areas
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development of the site of an open recreational area or part of such an area, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic recreation areas should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for areas of historic interest:

- Scheduled Monuments
- Listed Buildings
- Conservation Areas
- Tree preservation orders
- Sites of Special Scientific interest
- Hedgerow Regulations
- English Heritage Register of Parks and Gardens of special historic interest

7.5.2 Public parks

The creation of public parks arose in response to the need for open recreational green space within the rapidly expanding urban areas from the later 19th century onwards. It was not uncommon in the early 20th century for land to be donated by estate owners to local corporations. Many of the public parks in Stockport were

created from the former grounds of halls or other large houses in this way. These include:

- Brookfields Park, Cheadle Hulme, a mid to late 20th century public park created from the grounds of the mid 19th century Brookfields and Moseley Park villas.
- Bruntwood Park, Cheadle, created in the 1940s from the grounds of the 1861 Bruntwood Hall.
- Bramall Park, Bramhall, created in the 1930s from parkland around the 16th century timber framed Bramall Hall. The private park originated as a deer park, shown on Saxton's map of 1577.
- Torkington Park, Hazel Grove, a mid 20th century public park created from parkland associated with the early 19th century Torkington Lodge.
- Alexandra Park, Edgeley, an early 20th century park based in the grounds of Edgeley House with the addition of some nearby farmland. The house has been demolished.
- Memorial Park, Marple, created in the grounds of the early 19th century Hollins House. The house and land were sold to Marple Council in 1919.
- Brabyns Park, which had opened to the public by 1972. This was previously the site of Brabyns Hall and its grounds; the hall was demolished in the 1960s.

Once donated, such sites were quickly opened to the public, usually with additional recreational facilities provided by the council. Ornamental landscapes and planting, water features, greens, formal pathways, bandstands and pagodas all formed elements of 19th and early 20th century park design. Some of the historic features associated with private parkland may have been retained or preserved after their transfer into public ownership. These can include the house and other estate buildings, garden layouts and ornamental features.

Other public parks were created on undeveloped agricultural or existing ornamental land. Crescent Park, Stockport is a mid 20th century public park with a playground, a bowling green and tennis courts. It was constructed on part of a street layout intended for a late 19th century villa park development which was never completed. The playground at London Square, Stockport, was constructed on the site of some pre-1851 terraced houses and the small-scale 1794 Mount Tabor Chapel and its associated burial ground.

The earliest public parks in the district are Vernon Park – a formal park with central fountain, bowling greens and paths, which opened in 1858 and contains Stockport museum – and Hollywood Park and recreation ground, established in the late 19th century with a formal layout to the south of the area and sports pitches and a bowling green to the north. Both of these were created on areas of enclosed land.

Woodbank Memorial Park in Offerton was given to the town in 1921. It was created from an area of possible private parkland associated with Woodbank Hall, which is still extant within the park but is now used as council offices. Park facilities include an athletics stadium, a nursery, a children's play area, ponds, football pitches, cricket grounds and woodland paths.

Heritage Lottery Fund grants are available for the restoration of public parks. Within Greater Manchester, community archaeology projects have been successfully undertaken which have enabled communities to engage with their local park and its heritage.

Key management issues relating to Public parks

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains of any age within undeveloped open areas • Where a park was formed from the grounds of an elite residence, there will be potential for remains relating to post medieval or earlier gardens or domestic activity • Potential for the below-ground remains of elite residences themselves and ancillary buildings
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing structures of historic interest, including 19th and 20th century pavilions, pagodas and bandstands • Standing buildings may include former elite residences and ancillary buildings such as stables, coach-houses, glasshouses, icehouses, lodges and gatehouses • Landscaping features relating to previous use of parks as private grounds, such as paths and flowerbeds, may be present • Associated boundary features such as railings and gateposts; although some iron railings are likely to have been removed during the Second World War, evidence may still survive • Many public parks included provision for sports, evidence of which may remain
Historic landscape interest	<ul style="list-style-type: none"> • Public parks represent significant expanses of open green space within otherwise built-up areas • Municipal parks often feature formal layouts and landscaping, with a range of leisure facilities and features such as fountains, bowling greens and ornamental planting that form integral parts of the designed landscape • The perimeters of public parks may respect or incorporate earlier boundaries relating to private parks, field systems or settlement • Some public parks were constructed in conjunction with the creation of house-building plots around the periphery and thus form an integral part of a particular type of suburban development • Where a park was formed from the grounds of an elite residence or incorporated features relating to industry, such as reservoirs, the earlier landscaping may have been incorporated and preserved
Threats	<ul style="list-style-type: none"> • Any alteration or removal of original features, including the redesign of path layouts, unsympathetic building maintenance or the removal of mature trees, together with the unsympathetic addition of buildings or features, causes the erosion of historic character • 19th or 20th century landscaping associated with public parks may have had an impact on earlier landscaping where a park was formed from the grounds of an elite residence

<p>Opportunities</p>	<ul style="list-style-type: none"> • Historic designed landscapes not currently on the Register of Parks and Gardens could be identified through a programme of systematic research, evaluation and survey in order to establish their significance • Good or rare examples of historic bandstands, pavilions or other recreational buildings that are not currently listed could be identified through a programme of systematic evaluation and building survey • Good or rare examples of historic elite residences and associated ancillary structures that are not currently listed could be identified through a programme of systematic evaluation and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Historic layouts, including paths and landscaping, form integral aspects of the historic character of public parks. Where the original layout of a historic park survives, this should be maintained wherever possible • Detailed archaeological desk-based study of historic parks to identify the original design and layout would be of benefit for the maintenance of their historic character, informing new planting or the restoration of lost or degraded landscape features • Features relating to the original layout of a park should be retained wherever possible • Municipal parks were created for public enjoyment and to serve local communities. These aims should be respected and promoted alongside the historic context of individual areas
<p>Management recommendations</p>	<ul style="list-style-type: none"> • A park's designed or historic landscape and its associated features should be understood and protected through a Conservation Management Plan (see <i>The management and maintenance of Historic Parks, Gardens and Landscapes</i>, by English Heritage 2008) • Historic buildings and structures that are neither listed nor set within a Registered Park or Garden but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where sufficient evidence remains, historic designed landscapes of local interest can be placed on a similar local list • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply

	<p>with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage</p> <ul style="list-style-type: none"> • Where planning permission is granted for works within a public park, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic public parks should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

A range of statutory protection is available for areas of historic interest:

- Scheduled Monuments
- Listed Buildings
- Conservation areas
- Tree preservation orders
- Sites of Special Scientific interest
- Hedgerow Regulations
- English Heritage Register of Parks and Gardens of special historic interest

7.5.3 Urban green spaces

Urban green space represents about 10% (3.54km²) of the total area of the Ornamental, parkland and recreational broad type in Stockport. The category was created to cover open land in urban or suburban areas which did not fall within either the enclosed land broad type or any of the more formal ornamental, parkland and recreational HLC types. Typically such sites are delimited by surrounding development and yet remain undeveloped, comprising fragments of former agricultural land that have not been built on in historic times, or sites that have been developed at some point in the past but have fallen into disuse and been cleared. On aerial photographs the land can be seen as rough ground, often crossed by irregular footpaths. This suggests an informal recreational use for the land, such as dog walking or bike scrambling.

In Stockport borough the areas of urban green space recorded during the project have diverse origins. The majority have previous character types of Enclosed land, Communications, Residential or Extractive use. Land that was formerly in use for Horticultural, Industrial or more formal Recreational purposes (including football pitches and a former recreation ground) was also recorded, as well as some previously Unenclosed land.

There is a high potential for the survival of archaeological evidence relating to the earlier character types of urban green spaces which have previously been built upon, as there has been no recent development to damage any below-ground remains. Urban green spaces created through the clearance of residential areas often contain internal footpaths which preserve the lines of earlier roads through the area.

In Stockport, several urban green spaces which were previously railways or canals are being used as formal or informal footpath routes, fossilising these earlier

communications features within the landscape. Railway lines represented by these trackways include:

- the Manchester, Sheffield and Lincolnshire Railway (Macclesfield, Bollington and Marple branch line)
- the Great Northern Manchester, Sheffield and Lincolnshire Joint Stock Railway (Godley and Woodley Branch)
- the LNWR Stockport to Guide Bridge Line.

Areas may contain remains of features such as platforms, locks or other structures associated with their previous use (Plate 15).

Key management issues relating to Urban green spaces

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains of any age within undeveloped open areas • Potential for remains relating to 19th and 20th century usage of sites
Above-ground archaeological potential	<ul style="list-style-type: none"> • Boundary features and structures relating to previous use of sites, including agricultural or industrial activity, may survive
Historic landscape interest	<ul style="list-style-type: none"> • Urban green spaces often represent remnants of agricultural land, and can thus be a physical reminder of pre-urban land uses within urban and suburban areas
Threats	<ul style="list-style-type: none"> • The locations of urban green spaces may render them vulnerable to development pressures
Opportunities	<ul style="list-style-type: none"> • Any new development that takes place within areas of urban green space should respect traditional local building styles and the historic distinctiveness of locations
Management recommendations	<ul style="list-style-type: none"> • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development of an area of urban green space, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological

	potential and for the preservation in situ or recording of any archaeological deposits that are encountered
--	---

7.5.4 Golf courses

Fifteen golf courses have been identified in Stockport, as well as a miniature course at Bruntwood Park, Cheadle. There may be further miniature golf courses within some of the other public parks. All of the major golf courses are situated on the outskirts of urban or suburban areas. Two (Gatley and Hazel Grove Golf Courses) are split into two sections by railway lines. Werneth Low Golf Course lies on the district boundary and falls partly within the borough of Tameside.

The earliest golf courses in Stockport are Bramall Park Golf Course, established in the late 19th century and extended in the mid 20th century, and Cheadle Golf Course, which was established in the late 19th century. The majority had been created by the mid-20th century, with Moorend and Avro golf courses post-dating the 1950s.

The golf courses of Stockport were created from former farmland or private parkland. The majority have contemporary or later purpose-built club houses. Three – Mellor and Townscliffe, Hazel Grove, and Gatley – reuse or incorporate earlier farmhouses as their club houses, while Stockport and Reddish Vale golf courses reuse the former 19th century villas of Torkington House and South Cliff respectively.

Golf courses can preserve early features associated with their former use, including boundary features, designed landscape features and farm buildings. The area now covered by Heaton Moor Golf Course includes the site of Peel Moat, a medieval moated manor site that is a Scheduled Monument (HLC Ref HGM36687; Monument PRN 64.1.0).

Key management issues relating to Golf courses

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains of any age, including evidence of industry, extraction, communications routes, agriculture and early settlement • Where a golf course was formed from the grounds of an elite residence, there will be potential for remains relating to post medieval or earlier gardens or domestic activity and wider historic designed landscape features • Potential for the below-ground remains of elite residences themselves and associated ancillary buildings, and for the remains of industrial structures
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings may include former elite residences and ancillary buildings such as stables, coach-houses and glasshouses; former farm buildings such as farmhouses and barns; former industrial structures; historic communications structures • Boundaries such as hedges and walls relating to relict field systems or to historic designed approaches may be present • Earthworks relating to the former agricultural or economic use of golf course sites may be present, including boundary banks and medieval or post medieval ridge and furrow, fish ponds, warrens or leats

	<ul style="list-style-type: none"> • Earthworks may also be the product of several phases of design over several centuries
Historic landscape interest	<ul style="list-style-type: none"> • Golf courses often cover extensive areas and have a significant visual impact on the landscape • Some golf courses have now been present in the landscape for over a century and are in themselves becoming historic landscape features • The perimeters of golf courses may respect or incorporate earlier boundaries relating to field systems
Threats	<ul style="list-style-type: none"> • The removal of field boundaries during the creation of golf courses can result in the wholesale loss of historic enclosure patterns • Grass management regimes on golf courses are non-traditional and can be destructive • Historic farm buildings within golf courses can fall out of use and become neglected, potentially leading to demolition • Intensive drainage works associated with golf course construction can damage buried archaeological remains and can create misleading earthworks
Opportunities	<ul style="list-style-type: none"> • Where intensive landscaping is not carried out, golf courses can aid the preservation of buried archaeological features and deposits, protecting them from damage by modern ploughing • Good or rare examples of farm buildings, historic elite residences and associated ancillary structures that are not currently listed could be identified through a programme of systematic evaluation and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Where historic buildings within golf courses are suffering from neglect, it is desirable to take steps to ensure their preservation. Historic standing buildings can be retained and reused to provide facilities such as clubhouses, serving as a reminder of historic origins and context and helping locations to preserve an individual identity and 'sense of place' • The extent of any surviving historic field boundaries and other above-ground archaeological features such as earthworks should be established and any threats to them assessed through a programme of systematic evaluation • Where present, such features should be retained and protected from potentially damaging landscaping works • Relict hedges and walls can be restored in order to reinstate earlier boundary features

	<ul style="list-style-type: none"> • Remnants of historic tree planting such as belts or avenues should where appropriate be augmented by new, appropriate planting
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility or clear evidence of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for works within a golf course, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic enclosed land should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for areas of historic interest:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders
- Changes to land management regimes can be approached through Farm Environmental Plan Schemes and land stewardship agreements

7.5.5 Country parks

Four country parks are present within Stockport. The one with the earliest origins is Roman Lakes, which comprises an area of millponds associated with Samuel Oldknow's Mellor Mill. The millponds were reused and developed as a Victorian pleasure grounds and boating lake following the destruction of the mill in 1892, and in the later 20th century the area became a country park. Etherow Country Park was one of Britain's first purposely created country parks, established in the late 20th century from an area of historic semi-natural woodland. This formed part of the Andrews estate at Compstall, and industrial features such as the lines of tramways, leats and weirs still survive in the park. It was also the site of a pre-1850s rabbit warren. Happy Valley Nature Reserve was created in the late 20th century along the valley of the Lady Brook in Bramhall. This was formerly an area of ancient woodland (Great Reddish Wood), and some enclosed land.

The largest country park in Stockport is Reddish Vale Country Park, opened in 1985, which covers an area of about 1.6km². The visitor centre here is on the former site of

an industrial complex which included a calico printing works. The route of the former Great Central and Midland Joint Railway Portwood or Brinnington Branch line passed through the park to the site of Reddish Junction, where it joined with the Sheffield and Midland Joint Railway line to Bredbury, which is still in use; this line is carried across the park on a viaduct.

Country parks tend to include facilities such as visitors centres, metalled paths and car parks.

Key management issues relating to Country parks

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains of any age, including evidence of industry, extraction, communications routes, agriculture and early settlement • Where a country park includes the former site of an elite residence or its grounds, there will be potential for remains relating to post medieval or earlier gardens or domestic activity and wider historic designed landscape features • Potential for the below-ground remains of elite residences themselves and associated ancillary buildings, and for the remains of industrial structures
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings may include former elite residences and ancillary buildings such as stables, coach-houses and glasshouses; former farm buildings such as farmhouses and barns; former industrial structures; historic communications structures • Boundaries such as hedges and walls relating to relict field systems or to historic designed approaches may be present • Earthworks relating to the former agricultural and economic use of country parks may be present, including boundary banks and medieval or post medieval ridge and furrow, fish ponds, warrens or leats • Earthworks may also be the product of several phases of design over several centuries
Historic landscape interest	<ul style="list-style-type: none"> • Country parks are usually of a very large extent and may preserve remnants of entire earlier landscapes, particularly industrial, extractive, agricultural or designed parkland landscapes of one particular phase or several phases of development • The perimeters of country parks may respect or incorporate earlier boundaries relating to field systems, medieval deer parks, enclosures or chases
Threats	<ul style="list-style-type: none"> • Archaeological deposits within country parks can be damaged by vegetation, the actions of burrowing animals, compaction, ploughing, digging and other movement of soil
Opportunities	<ul style="list-style-type: none"> • The creation of country parks can aid the preservation of buried archaeological features and deposits, protecting them from damage by modern ploughing or redevelopment

	<ul style="list-style-type: none"> • Historic designed landscapes not currently on the Register of Parks and Gardens could be identified through a programme of systematic research, evaluation and survey in order to establish their significance • Good or rare examples of farm buildings, industrial buildings or historic elite residences and associated ancillary structures that are not currently listed could be identified through a programme of systematic evaluation and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Historic standing buildings within country parks can be retained and reused to provide facilities such as education and information centres, serving as a reminder of historic origins and context and helping locations to preserve an individual identity and 'sense of place' • Ruined buildings and structures can be consolidated and displayed with information boards to inform users of the park and enrich the visitor experience • The extent of any surviving historic field boundaries and other above-ground archaeological features such as earthworks should be established and any threats to them assessed through a programme of systematic evaluation • Where present, such features should be retained and protected • Relict hedges and walls can be restored in order to reinstate earlier boundary features • Remnants of historic tree planting such as belts or avenues should where appropriate be augmented by new, appropriate planting
Management recommendations	<ul style="list-style-type: none"> • A park's designed or other historic landscape and its associated features should be understood and protected through a Conservation Management Plan (see <i>The management and maintenance of Historic Parks, Gardens and Landscapes</i>, by English Heritage 2008) • English Heritage provide advice on sensitive management for parkland in <i>Farming the historic landscape: caring for Historic Parkland</i>, EH 2005 • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where sufficient evidence remains, historic designed landscapes of local interest can be placed on a similar local list

	<ul style="list-style-type: none"> • Where good legibility or clear evidence of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for works within a country park, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic landscapes should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

There are a range of designations which offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders
- Changes to land management regimes can be approached through Farm Environmental Plan Schemes and land stewardship agreements

7.5.6 Private parkland

Four areas of private parkland have been identified within the current Stockport landscape:

- Abney Hall, Cheadle, retains its private park with many of the mid to late 19th century features, including the formal drive and fish ponds.
- An area of mid 20th century probable private parkland is present at Healdwood House near Greave, Romiley.
- Part of the parkland within the grounds to Cheadle Royal Hospital (originally Manchester Royal Lunatic Asylum) is still extant. Another part of the grounds was developed for housing in the later 20th century.
- Hillbrook Grange (named Higherbank House in the mid-19th century) has an area of private parkland of about 1.5ha, created in the later 19th century. The house was converted into Hillbrook Grange nursing home in the mid 20th century.

About 2.53km² of private parkland has been identified as a previous HLC type in addition to the former parkland areas discussed under Public parkland and Golf courses above. Most of this land was associated with private residences. Sites include named parks such as Marple Park, as well as the parks associated with Holly Wood Houses and Edgeley House, and an area of parkland formerly associated with Mellor Mill and Mellor Lodge. The earliest private parks are likely to have had

medieval origins and may have originally been deer parks; the majority had been created by the mid-19th century. In the late 19th century private parkland formed an important aspect of the landscape as large villas and villa suburbs were emerging, surrounded by large grounds or parks. Many of these have been lost to later infill development, for example the private parkland surrounding Underbank and West Bank in Heaton Mersey which is now an area of private housing development (HLC Ref HGM37930).

Most of the former private parkland that is not now in other ornamental, recreational and parkland uses has been developed for housing or institutional uses. The former parkland associated with Mellor Lodge and Mellor Mill is now in use as farmland.

Key management issues relating to Private parks and Deer parks

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to settlement or agriculture predating the creation of parks • Potential for remains relating to post medieval or earlier gardens or domestic activity • Potential for the below-ground remains of elite residences and ancillary buildings
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings may include elite residences and ancillary buildings such as stable blocks, coach-houses, glasshouses, icehouses, lodges and gatehouses • Landscaping features such as paths and flowerbeds • Boundary features such as park pales, ha has, and boundaries relating to earlier enclosure patterns or to agricultural activity within parkland • Deer parks and other private parks can demonstrate boundaries and features of significant antiquity
Historic landscape interest	<ul style="list-style-type: none"> • Private parks and deer parks represent a significant and highly visible aspect of medieval and post medieval social history • Private parks associated with elite residences often feature areas of formal landscaped gardens
Threats	<ul style="list-style-type: none"> • Large areas of land are expensive to maintain as private estates in the modern age. Throughout the 20th century they have been vulnerable to redevelopment for residential estates, golf courses or other uses, and are therefore more likely to be found as previous rather than current historic character types • Where estates are no longer maintained, associated buildings are vulnerable to demolition • Where former private parks are donated to or purchased by local authorities for use as public parks, re-landscaping can lead to the loss of historic parkland features – any alteration or removal of original features, including the redesign of path layouts, unsympathetic building maintenance, demolition of buildings or the removal of mature trees, together with the unsympathetic addition of buildings or features, causes the erosion of historic character

	<ul style="list-style-type: none"> • Landscaping works can cause damage to below-ground archaeological remains
Opportunities	<ul style="list-style-type: none"> • Areas of former private parkland that can no longer be maintained as private estates can become immensely valuable public amenities such as municipal parks or country parks, or can be taken over for public benefit by national bodies such as English Heritage or the National Trust • The typically limited ground disturbance within parkland can ensure the good preservation of earlier archaeological features • Good or rare examples of historic elite residences and associated ancillary structures that are not currently listed could be identified through a programme of systematic evaluation and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Historic layouts, including paths and landscaping, form integral aspects of the historic character of private parks. Where the original layout of a historic park survives, this should be maintained wherever possible • Remnants of historic tree planting such as belts or avenues should where appropriate be augmented by new, appropriate planting • Detailed desk-based study of historic parks to identify the original design and layout would be of benefit for the maintenance of their historic character, informing new planting or the restoration of lost or degraded landscape features • Where areas of historic parkland are redeveloped, existing historic buildings, including lodges, stable blocks and elite residences, can be retained and reused within the development, serving as a reminder of historic origins and context and helping locations to preserve an individual identity and 'sense of place' • Surviving evidence of activity predating a park, such as early agriculture, adds further historic depth and should also be preserved
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor set within a Registered Park or Garden but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where sufficient evidence remains, historic designed landscapes of local interest can be placed on a similar local list • Where good legibility of historic character exists, there should be enhancement through positive management,

	<p>including restoration where appropriate, and protection through the planning process</p> <ul style="list-style-type: none"> • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for works within a former private park or deer park, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic parks should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

A range of statutory protection is available for areas of historic interest:

- Scheduled Monuments
- Listed Buildings
- Conservation areas
- Tree preservation orders
- Sites of Special Scientific interest
- Hedgerow Regulations
- English Heritage Register of Parks and Gardens of special historic interest

7.5.7 Other Ornamental, parkland and recreational HLC types

Several leisure or sports centres are present within Stockport, the largest of which is the late 20th century Sports Centre at Royal Crescent, Cheadle, followed by the mid 20th century facilities at Woodley Sports Centre and Mellor Sports Club, which have both indoor and outdoor facilities. Smaller sports centres are also present. These tend not to have associated playing fields and possibly have more in common with 'leisure' centres than with sports grounds, although there is again an overlap here between types. For example, the Power League Football Centre at Heaton Norris (HLC Ref HGM37900) has been characterised as a leisure/sports centre yet has a large number of outdoor pitches, while many cricket, bowling and football grounds have been characterised within the sports ground HLC type.

Three swimming pools have been identified within the leisure/ sports centre HLC type, at Bramhall Moor Lane, Bramhall; Station Road, Stockport; and Brookfields Park, Cheadle.

Two riding stables were also included as leisure/ sports centres (Moorfield Riding School and Lodge Riding School, both at Hill Moor). Smaller stables that are likely to be livery yards rather than riding stables have not been included within this HLC Type but are instead characterised as businesses. One site comprising stables and an outdoor school was recorded as a sports ground as it was not clear whether this was a commercial riding school (leisure centres being designed for public use).

Public squares and greens identified in Stockport district include Offerton Green, an area of pre-1850 green space surrounded by town houses, and the late 19th to early 20th century Houldsworth Square. Several squares or gardens feature war memorials, for example the early to mid 20th century war memorial at Bramhall Lane South, or the Memorial Ground at London Road, Hazel Grove, which was unveiled in 1923.

Two camp sites were noted in the district. These are Linnet Clough Scout Camp at Mellor, which reuses an earlier farm site, and a mid 20th century camp site at Heald Green. This was shown on a map of 1969-72 as disused, but was not present on mapping before that date. It is not clear whether this was a former wartime campsite or a leisure facility.

A walled garden is present at Bruntwood Hall, Cheadle. This was originally associated with the nearby house, but the current use of the garden is not known.

7.6 Industrial broad type

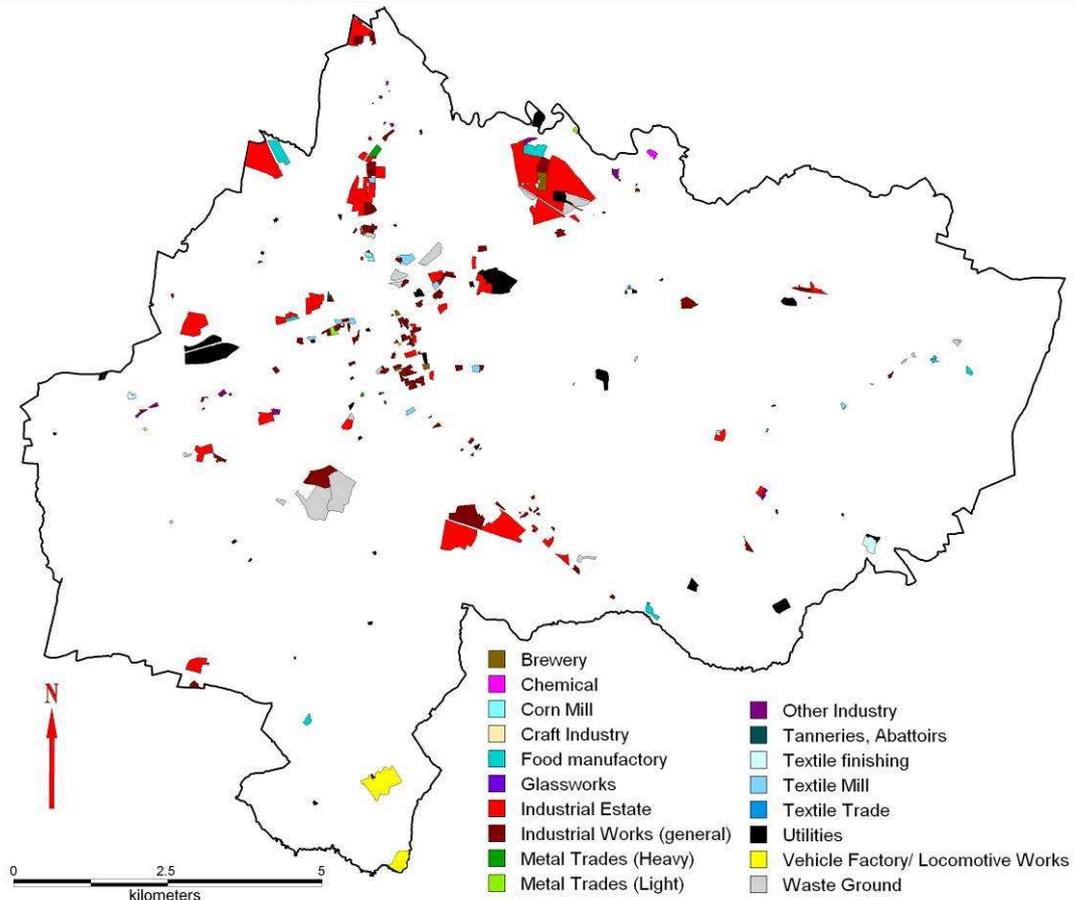


Figure 25 Map showing the distribution of Industrial HLC types in Stockport

Industrial areas in Stockport

Manufacturing and trade grew in importance in the region from about the 17th century onwards, accelerating in the 18th and 19th centuries. Stockport was one of many local towns that were engaged in textile production and trade. Woollens and linens were produced throughout. In the early days of the textile industry weaving was accomplished on handlooms in domestic workshops. Spinning was similarly practised at home. Stockport's merchants organised trade, gathering the raw materials and employing local weavers to produce cloth under the 'putting-out' system. Separate industries associated with cloth finishing grew, including cloth cutting, fulling and dyeing. Silk cloth production, button making and hat making also contributed to the district's industrial output. A number of small industries of other types supported the textile industry.

The district's first silk mill was constructed in 1732 in the area to the northeast of Stockport formerly known as 'The Park'. Silk mill construction began in earnest thirty years later. Mills were built at Stockport Market Place, Hillgate, Lower Hillgate, Cheadle and Heaton Norris in the 1760s and 1770s. The Tin Brook valley and Adlington Square area became a focus of further development. It is estimated that a third of Stockport's workforce was employed in the textile industry by the end of the 18th century.

In the later 18th century the silk industry suffered a decline as the cotton trade expanded. Improved transport networks, particularly the turnpike roads and canals,

probably facilitated this trade. Initially the cotton industry was domestic in scale, frequently employing rural labour in specially built or modified houses. It was in this period that the loom houses with long rows of multi-light windows typical of the central Pennine district were constructed. Proto-textile mills were small to medium-scale buildings, and were often converted workshops. They were horse or water powered and employed only a few people. Water was also used to power other industrial works of the period such as the forge at Marple Bridge (Plate 21). Early mills employed technical innovations which provided automatic processes for scribbling, carding, slubbing and spinning. These mills supplied yarn for cottage weavers. Flourishing weavers became more organised and workshops became larger and more formal in design. Finished cloth was sent to separate mills for bleaching and dyeing. Further innovations allowed for the more rapid spinning of yarn and weaving of cloth, but new machinery required special buildings with a reliable water source and a trained workforce.

Like silk mills, early cotton mill machinery was water powered. The need for water dictated the location of early cotton mills. Stockport's first dedicated cotton mills were converted from silk mills. Castle Mill was a cotton mill built by the lord of Stockport Manor, Sir George Warren, in 1778. The period between 1700 and 1780 also saw the introduction of textile dyehouses, bleach works and print works. Stockport town was the centre of these new industries, although works are recorded from other parts of the district. Hat making was established in Stockport in the 17th century and spread to other parts of the district during the 18th century. This industry relied on felt, which was initially imported. By the 18th century, however, felt makers were also present in the district. Like the textile industry, hat manufacture expanded in the 19th century (Plate 23).

In the early 19th century industry underwent massive expansion in the Stockport area. Between 1779 and 1841 the population rose from 5000 to an estimated 28,431. The town expanded and commerce also grew. The cotton industry was at the heart of this growth; cotton mills and industrial settlement came to dominate the 19th century landscape (Plate 22). Initially rivers provided power and this influenced the positioning of early mills. Some were constructed in semi-rural areas, such as Samuel Oldknow's Mill at Mellor. Other industrial centres could be found at Cheadle, Compstall, Offerton, Torkington and Chadkirk. The mills of Stockport town were concentrated along the Mersey and the Goyt, particularly around Portwood, Edgeley, New Bridge Lane and Woodbank. The introduction of steam-powered machinery enabled the construction of mills near transport routes, allowing the centres of industry to shift. Canals became industrial corridors. The boom in cotton mill construction began in the early 1820s and reached its peak at the end of the 19th century.

Machinery and the practicalities of production influenced the design of mills. They became large multistorey structures where different aspects of the textile manufacturing process occurred on separate floors. Engines had special houses. Warehouses and offices were also built on site. Special large-scale weaving sheds were constructed with characteristic saw-tooth multi-light windowed roofs. Finishing works such as dye or bleach works still required large amounts of water for industrial processes. These continued to be situated next to water supplies, with a greater reliance on reservoirs. The contribution that hat works, breweries, engineering works and other industries also made to the district's economy cannot be underestimated (Plates 23, 24 & 25).

In the early 20th century and the interwar period, industry went through a phase of decline due to competition from other countries, national economic depression and

shrinking world markets. This led to unemployment and bankruptcy in Stockport. By the late 1920s mill building here had ceased. Some textile sites were taken over by electrical, chemical and light engineering firms. Others were completely abandoned by industry. There are several areas of industrial waste ground in Stockport which were formerly occupied by 18th and 19th century industry (Plate 28). There was a period of economic recovery in the post-war period. With the decline of textiles, engineering rose to become a staple industry (Plate 27). Motor and aeronautical engineering firms were prominent. Areas of traditional industry were reused or redeveloped and new estates of medium to large-scale sheds developed on the edge of town.

The main industrial elements of Stockport's landscape can be grouped as follows:

- Industrial estates and Industrial works (general)
- Industrial waste ground
- HLC types relating to the textile industry, including Hatting
- Utilities
- Metal trades (heavy) and Metal trades (light) including Vehicle factory/ locomotive works
- Other Industrial HLC types

HLC type	Area covered by HLC type (km ²)	% of area represented
Other	0.07	1
Utilities	0.72	13
Industrial estate	2.23	42
Industrial works (general)	0.94	18
Brewery	0.06	1
Textile mill	0.10	2
Food manufactory	0.18	3
Waste ground	0.65	12
Textile finishing	0.05	1
Tanneries, abattoirs	<0.01	<1
Metal trades (light)	0.02	<1
Chemical	0.01	<1
Vehicle factory/ locomotive works	0.25	5
Corn mill	0.01	<1
Metal trades (heavy)	0.03	<1
Textile trade	0.00	<1
Glassworks	<0.01	<1
Craft industry	<0.01	<1
Totals	5.33	100

Table 7 Area covered by the different Industrial HLC types

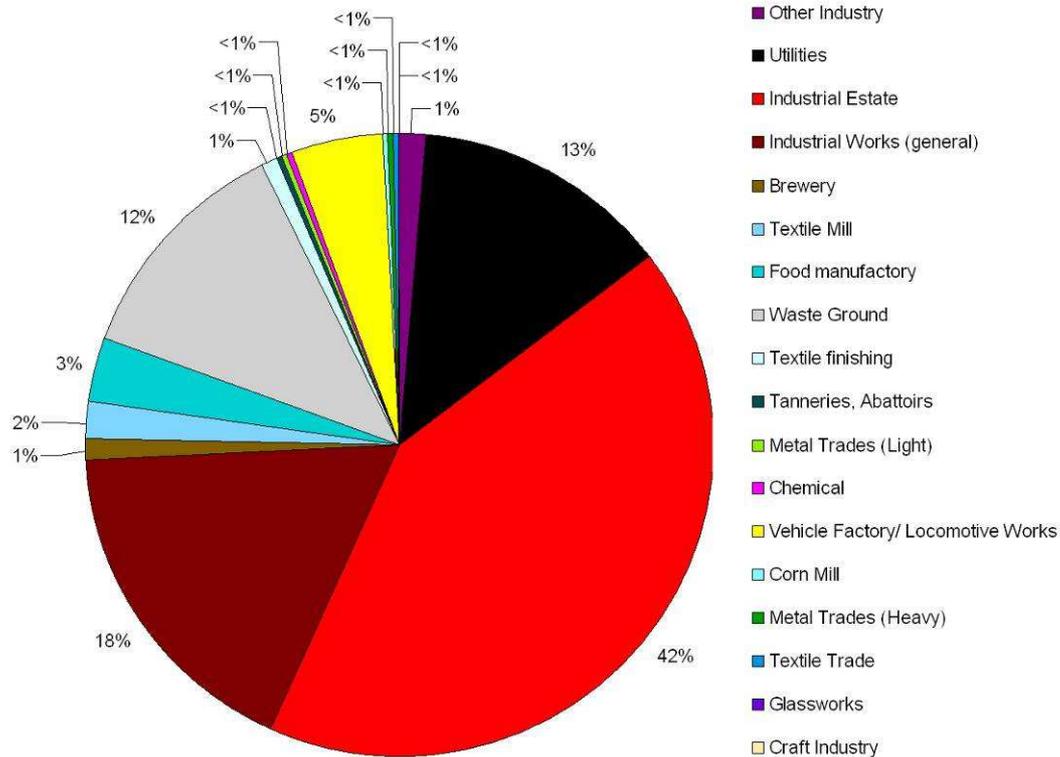


Figure 26 Pie chart showing the percentage of different HLC types making up the Industrial broad type in Stockport

7.6.1 Industrial estates and Industrial works (general)

Together, Industrial estates and Industrial works (general) represent 60% (3.17km²) of the Industrial broad type in Stockport. The two types encompass a number of different kinds of sites, including those that are labelled as industrial estates or works on current mapping. Sites were also characterised as these types where they could be recognised as industrial but where the key industry was not recorded on the map or the overall character was mixed. This accounts for the high occurrence of Industrial works (general) and Industrial estates in the HLC record. There is an association between the location of modern industrial works, commercial business parks and distribution centres.

Historically, zones of mixed industry have been present in the borough since at least the mid-19th century. The majority of these areas, though, are mid- to late 20th century in date. Many examples are located in historical industrial areas that were formerly made up of textile mills, general industrial works and engineering works. 41 (out of 154) records in this category have industry as a previous type (predominantly textile or general). There is thus a significant continuity of use of traditional industrial areas. The Portwood area around the River Goyt is an example. Former brickworks became occupied by modern industrial sheds at North Reddish. The Stockport town core specifically attracted industrial redevelopment in the mid and late 20th century on areas of former industry, housing and horticulture. This occurred particularly in the Hemphshaw Brook vicinity and along the River Mersey at Cheadle Moseley. A similar pattern can be seen in some of Stockport's smaller settlements.

Where earlier industrial sites have been reused for modern industrial or commercial purposes, earlier buildings may survive or retain historic building fabric. For example, the former route of the Manchester and Ashton Stockport Branch Canal attracted much 19th century industry. This area was redeveloped in the mid and late 20th century with conversions of earlier works and new builds (Plate 26).

Stockport also contains large areas of mid- to late 20th century industrial and commercial estates. Notable examples are the Bredbury Parkway Estate, the Whitehill Industrial Estate and the Bramhall Moor Industrial Estate. These estates feature large-scale industrial sheds of the mid- and late 20th century, occurring largely as new builds on former agricultural land. Many large industrial parks have accompanying warehouses, depots and other sheds with a commercial function. For further information on Business parks, see **section 7.9.2**.

Key management issues relating to Industrial estates and Industrial works

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to 19th and 20th century industry • Limited potential for remains relating to earlier post medieval industry • Limited potential for the survival of archaeological remains relating to earlier occupation within undeveloped areas of industrial sites such as yards/hardstanding
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for standing buildings and structures of historic interest relating to various industries and including historic docks and wharfs • Potential for evidence of earlier transport infrastructure, such as railway lines and tramways • 19th century and earlier industrial sites may include water supply and management features such as ponds, reservoirs and leats
Historic landscape interest	<ul style="list-style-type: none"> • Significant impact on the landscape owing to the large scale of sites and individual buildings • Historic industrial sites may form part of a wider contemporary landscape of associated workers' housing, with facilities such as shops, churches and schools
Threats	<ul style="list-style-type: none"> • Wholesale site clearance and redevelopment, resulting in total loss of historic character • Piecemeal redevelopment, leading to a gradual erosion of historic character • Modernisation of industry necessitating the alteration or replacement of older buildings not suitable for modern uses • Alterations to the appearance of historic buildings, leading to the erosion of historic character • Alteration of historic settings by the inappropriate redevelopment of sites in the surrounding area
Opportunities	<ul style="list-style-type: none"> • The extent of surviving industrial sites with historic significance could be identified through a programme of assessment and building survey

	<ul style="list-style-type: none"> • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Historic industrial buildings that have become redundant may be suitable for conversion into apartments, offices or other uses • The retention of buildings associated with distinctive local industries should be particularly encouraged • Any redevelopment of industrial sites that does take place should take into account the wider social fabric of the surrounding area – new development should respect traditional local building styles and the historic distinctiveness of locations • Historic plot outlines and the fabric of surviving early boundaries should be retained • The historic industrial heritage can be promoted as a focus for community-based projects
<p>Management recommendations</p>	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage. The potential impact of large proposed developments on the wider historic environment should be identified and assessed • Where planning permission is granted for development affecting a historic industrial site, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic industrial sites should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for buildings and areas of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance

- Listed Buildings
- Conservation Areas

7.6.2 Industrial waste ground

This character type represents about 12% (0.65km²) of the Industrial broad type in Stockport. The term was applied to any former site of industrial activity which was in an advanced state of dereliction or had been completely levelled but had not been redeveloped. This lack of subsequent redevelopment means that there is a high chance of survival of below-ground archaeology relating to the former industrial uses as well as the possibility of standing remains (Plate 25).

Industrial waste ground was recorded at 21 sites in Stockport. Over half of these covered less than a hectare. By far the largest site was an area of clay extraction totalling about 39 hectares, associated with the former Adswold Brick & Tile Works (covered by two separate HLC records, Refs HGM37703 & HGM37709).

There are several notable sites in Stockport with an industrial history dating back to the early 19th century. Good examples are the site of the pre-1837 Hollyvale Mills (candlewick spinning) at Marple, the pre-1837 Hollyhead Bleach Works at Mellor, and Coronation Mill (cotton) in the Lancashire Hill area of Stockport, which was present by at least 1851. The Water Street area of Stockport is of particular historic importance, having been the location of several former mills and foundries predating 1851. The area was cleared after 1999 (Plate 28).

Key management issues relating to Industrial waste ground

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to 19th and 20th century industry • Some potential for remains relating to earlier post medieval industry • Limited potential for the survival of archaeological remains relating to earlier occupation within undeveloped areas of industrial sites such as yards/hardstanding
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for the remains of standing buildings and structures of historic interest, as well as features such as historic boundary walls, gateposts and inscriptions • Potential for evidence relating to transport infrastructure, such as railway lines and tramways • 19th century and earlier industrial sites may include water supply and management features such as ponds, reservoirs and leats
Historic landscape interest	<ul style="list-style-type: none"> • Historic industrial sites may form part of a wider contemporary landscape of associated workers' housing, with facilities such as shops, churches and schools
Threats	<ul style="list-style-type: none"> • Former industrial sites often lie in urban areas or on industrial estates where development pressure is high, and are thus at risk of clearance and redevelopment, resulting in damage to or destruction of historic structures and archaeological remains and deposits • Derelict sites are at risk from vandalism and theft of materials

Opportunities	<ul style="list-style-type: none"> • Surviving industrial sites with historic significance or with significant surviving archaeological remains could be identified through a programme of assessment and building survey • Any redevelopment of industrial sites that does take place should take into account the wider social fabric of the surrounding area – new development should respect traditional local building styles and the historic distinctiveness of locations • Structures that reflect the history of a site, including gateposts and other boundary features, can be retained within new development as a historic reference, helping to preserve an individual identity and ‘sense of place’ • The continuity of historic plot boundaries should be respected to retain distinctiveness • The historic industrial heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development affecting a historic industrial site, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site’s archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic industrial sites should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

7.6.3 HLC types relating to the textile industry, including Hatting

This category includes textile mills, textile finishing works (such as bleach works) and textile trade sites, as well as buildings associated with the hatting industry. The textile industry was more significant as an HLC type in the past than in the present day. 161 records had sites directly relating to the textile industry, representing 1.80km², recorded as a previous type. This could include more than one mill on the same site.

The earliest textile workshops were often included as part of rural domestic spaces, forming folds, or as part of historic settlement cores. Proto-textile mills were small to medium-scale buildings, often representing converted workshops. Water-powered fulling mills were probably present in the district from the middle ages and hat-making was established in Stockport in the 17th century. However, silk production was the

district's first true textile industry on a significant scale. Stockport's first silk mill was built in 1732. Water to power the mill was a determining factor in its positioning next to the River Mersey. Several silk mills were constructed in the Stockport area over the next 60 years, with locations including the Tin Brook valley, Adlington Square, Stockport Market Place, Hillgate and Lower Hillgate. Semi-rural mills were built at Cheadle and Heaton Norris. It is estimated that a third of Stockport's workforce was employed by the textile industry at the end of the 18th century. Hatting spread to other parts of the district during the 18th century. This industry relied on felt, which was initially imported. By the 18th century, however, felt makers were also present in the district.

Early cotton mills were water powered, a factor which dictated the location of early cotton mills. Initially this power was provided by rivers. Mills were constructed in semi-rural areas, for example Samuel Oldknow's Mill at Mellor. Other industrial centres were found at Cheadle, Compstall, Offerton, Torkington and Chadkirk. The mills of Stockport town were concentrated along the Mersey and the Goyt, particularly around Portwood, Edgeley, New Bridge Lane and Woodbank (see Figure 27).

Stockport's first dedicated cotton mills were converted from silk mills. Castle Mill was an early cotton mill, constructed in 1778. Its water was supplied via tunnels. The period between 1700 and 1780 also saw the introduction of textile dyehouses, bleach works and print works. Stockport town was the centre of these new industries. The cotton and hatting industries were at the heart of the massive expansion of Stockport during the early 19th century. Cotton mills came to dominate the 19th century landscape. The introduction of steam-powered machinery allowed mills to be constructed near transport routes, allowing the centres of industry to shift. Canals such as the Manchester and Ashton Stockport Branch Canal became industrial corridors. The boom in cotton mill construction began in the early 1820s and reached its peak at the end of the 19th century.

Machinery influenced the design of mills. They became large multistorey structures where different aspects of the textile manufacturing process occurred on separate floors. Engines had special houses. Warehouses and offices were also constructed on site. Special large-scale weaving sheds were constructed. Finishing works such as dye or bleach works still required large amounts of water for the industrial processes, and continued to be sited adjacent to rivers. Early textile mills were built of stone and wood in a local vernacular style. Features could include structures relating to water supply and power, or loading bays. Later mills ranged in scale from small sheds to large-scale structures, often built in steel and brick (Plate 22). The mill building itself was only part of a complex of related features which could include saw-tooth roofed weaving sheds, engine houses, chimneys, reservoirs, offices, workshops and warehouses. These ancillary features are the most vulnerable to change. The trend in Stockport is for areas of traditional industry to be reused and expanded in a modern industrial context.

In the early 20th century and the interwar period, industry went through a phase of decline due to foreign competition, a national economic depression and shrinking world markets. By the late 1920s mill building here had ceased. After a brief revival in the 1950s, Stockport's last three large spinning mills were closed (by 1959). Production in the district did continue into the late 20th century, but at 10% of its early post-war capacity. Some textile sites were taken over by electrical, chemical and light engineering firms. Others were completely abandoned by industry. The extent of destruction of the wider associated cultural landscape, including workers' housing and related buildings such as chapels, schools and corner shops, is more difficult to

measure. It is beyond the current scope of this project to assess the full extent of loss or survival. Further assessment of surviving textile industry remains and related sites is crucial to gain a fuller understanding, and for the development of those remains as a cultural and heritage asset.

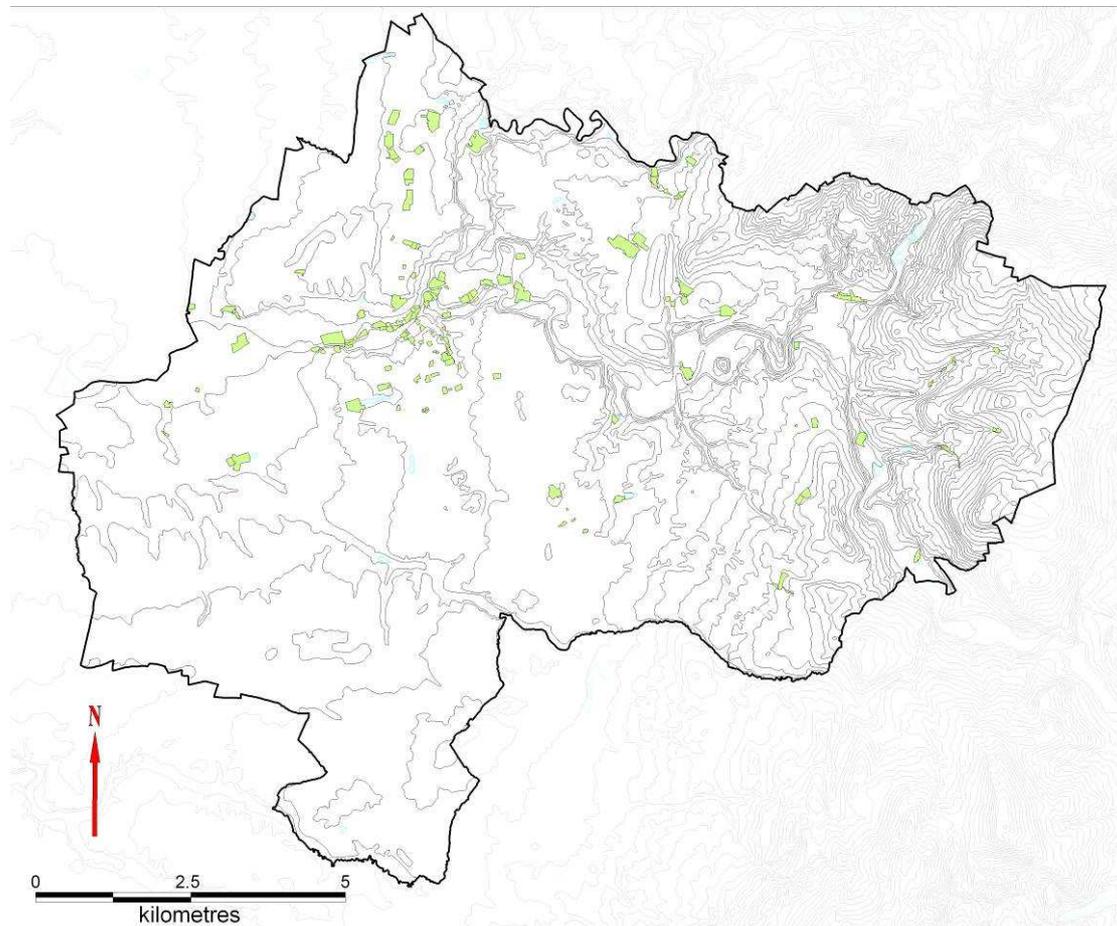


Figure 27 Sites relating to textile and related industry occurring as previous types

Key management issues relating to Textile mills and related industrial sites

For information relating to the management of historic textile-related industrial sites, see table within **7.6.1**, above.

7.6.4 Utilities

Historically the first 'Industrial utilities' were the gas, water (often in association with reservoirs) and sewage works developed in the 19th century by the corporation and by private firms. Late 19th century gas holder stations are characteristic features of well-preserved Victorian urban and industrial landscapes. Sewage works were contributing factors in the health and sanitation reforms of the late 19th century. Well-preserved and rare examples of water treatment works have achieved listed building status in the region.

By the early 20th century the first electricity transformer stations and telephone exchanges were present. Many water treatment plants, gas works and telephone exchanges incorporate building design elements which are exemplary of the period. Industrial utilities formed an integral part of historic urban landscapes.

Within the borough of Stockport, Utilities sites represent almost 13% (0.72km²) of the Industrial broad type. Sewage works represent the most extensive Utilities HLC type, covering 42.41 hectares. These have a largely rural distribution, generally being situated in valley bottoms. Other Utilities features include mid- to late 20th century electricity sub stations (19.65 hectares) and telephone exchanges (3.18 hectares), with urban associations. The district will also feature numerous suburban electricity sub stations that are too small to have been characterised in their own right; these often occur within large housing estates. Refuse processing and gas works were also represented in the district.

Key management issues relating to Utilities

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to 19th and 20th century utilities • Potential for the survival of archaeological remains relating to earlier occupation within undeveloped areas of utilities sites such as yards/hardstanding
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for standing buildings and structures of historic interest relating to various utilities, including features such as gas holders and water towers
Historic landscape interest	<ul style="list-style-type: none"> • Includes medium and large-scale sites with a significant impact on the landscape • Historic utilities sites may form part of wider contemporary urban and industrial landscapes with associated industrial buildings, housing and institutions
Threats	<ul style="list-style-type: none"> • Modernisation can necessitate the alteration or replacement of older buildings not suitable for modern uses • Disuse and neglect can lead to deterioration and ultimately demolition • Utilities sites are often located in dense urban areas where there is high development pressure, and can therefore be at risk of redevelopment when they become disused • Unsympathetic redevelopment of the area around a historic utilities site can have an impact on the integrity of any surrounding historic landscape that provides a setting for the site
Opportunities	<ul style="list-style-type: none"> • The extent of surviving utilities sites with historic significance could be identified through a programme of assessment and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Any redevelopment of utilities sites that does take place should respect traditional local building styles and the historic distinctiveness of locations • The continuity of historic plot boundaries in a modern street scene should be respected to retain distinctiveness

	<ul style="list-style-type: none"> • The historic industrial heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and maintaining identity of street frontages • Careful consideration should be given to the siting and extent of car parks and other areas of hardstanding, particularly where the historic urban grain would be sensitive to the unprecedented opening up of large open 'grey' areas • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development affecting a historic utilities site, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic utilities sites should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.6.5 Metal trades (heavy) and Metal trades (light) including Vehicle Factory/ Locomotive Works

Combined, the two modern Metal trades HLC types represent around 5% of the Industrial broad type recognised in Stockport district during the course of the survey (0.28km²). Sites such as engineering works, foundries and forges are represented. However, it is likely that there are more metal trades and engineering firms currently active in Stockport that have not been recorded by the HLC. These may not have been specifically named on current mapping, or may form part of wider industrial complexes or estates.

Metal trade sites generally occurred in areas associated with other industry, with concentrations around Stockport centre. In addition to the sites recorded on historic mapping there were numerous small and domestic scale metal workshops and smithies which formed part of the wider urban and rural landscape (Plates 21 & 26). Such sites were generally included within character areas based on settlements or commercial cores.

Engineering works in the area developed and grew in the 19th century, largely to support the flourishing textile industry. 39 records for Metal trades (heavy) and Metal trades (light) were recorded as previous type, representing 0.56km². Firms produced specific machinery, spindles, engines and structural members in purpose-built factories. The Bredbury Steel Works was established in the early 19th century. The Wellington Boiler Works at Lancashire Hill was established in 1863. Other 19th century examples of engineering works included the Heaton Norris Foundry (Iron and Brass) and the Woodley Iron Works. Works at this time were generally local, specialised and on a small to medium scale.

Further works were constructed during the early 20th century (Plate 27). The Craven Brothers, who relocated from Manchester to the Vauxhall Works on Greg Street in Stockport in 1900, were one of the country's leading crane manufacturers. The firm of Henry Simon Ltd, which produced flour-milling machinery, opened in 1926 at Cheadle Heath.

Car and aeroplane manufacture were introduced into the district in the early 20th century. The First and Second World Wars stimulated demand for military aircraft in particular. A factory which produced bombers was built in 1917-18 by Crossley Motors Ltd at Heaton Chapel. After the First World War the site was used for car manufacture, but in the 1930s the factory was purchased by Fairey Aviation and aircraft manufacture (bombers and fighters) was recommenced. A second factory adjacent to the first was built in 1938. After the Second World War, this later factory was used by Crossley Motors for the manufacture of buses. (See HER record 2261.1.0).

In the southern part of the district, Woodford Aerodrome was built in the 1920s by A.V. Roe & Company (Avro) to receive components from its sites at Newton Heath and Chadderton, carry out final assembly, and undertake test flights. Woodford continued to be an important centre for the aeronautical industry throughout the 20th century, becoming part of British Aerospace (now BAE Systems) in 1977. The Woodford works is still in operation today.

By the 1970s engineering was considered to be the staple industry of Stockport. The Simon engineering works, Heaton Chapel and Mirlees International works, Hazel Grove employed more people than the entire Stockport textile industry during the early 1970s.

For key management issues relating to Metal trade sites see the table within **7.6.1** above.

7.6.6 Other Industrial HLC types

Other specific Industrial HLC types identified in the Stockport district include food manufactories, corn mills, glass works, breweries, chemical works, abattoirs and craft industry sites. Combined, these represent around 6% of the industrial area of

Stockport (0.34km²). The general 'Other industry' category includes industrial sites where the recorded function does not match a specific HLC type, or where a site is not named on mapping but is clearly in an industrial use.

Brickworks probably had more significance in Stockport as a previous than as a current type. 21 examples covering a total of 1km² were observed on historic mapping. Many were probably associated with collieries. Paper mills, sawmills, glassworks, potteries, abattoirs, chemical works and breweries were also recorded as previous types. An example with exceptional historic interest is the Albion flour mill on Lancashire Hill. The original mill on this site was built in the 1820s, possibly in association with the Lancashire Hill canal basin. The mill was destroyed by fire in the 1890s and was replaced shortly after. The mill is largely extant, but with significant modernisation.

Four breweries were recorded in the district. These are the Unicorn Brewery on Lower Hillgate, the Royal Oak Brewery on Thomas Street, the Hempshaw Brook Brewery on Hempshaw Lane, and the Robinsons Brewery in Bredbury (Plates 24 & 25). The Robinsons Brewery dates to the later 20th century. The Royal Oak Brewery and the Hempshaw Brook Brewery may be inactive or may have been reused.

Not recorded by the HLC project were the many small-scale industrial works established as Stockport developed in the 18th and 19th centuries. Although integral parts of the historic urban landscape, these were often not identified on contemporary mapping, and were generally too small to warrant individual records in the HLC database. However, where buildings of a likely industrial character were observed on 19th century mapping, this was noted in the summary sections of records for those areas.

7.7 Extractive broad type

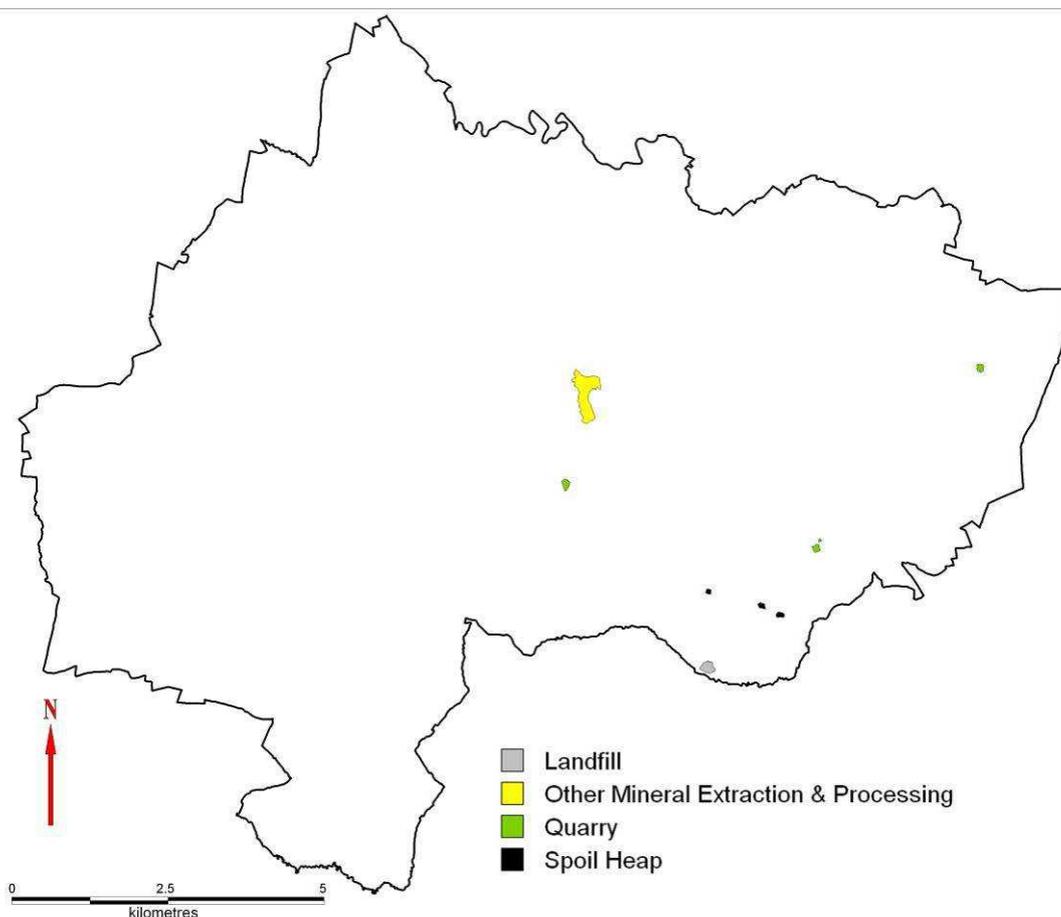


Figure 28 Map showing the distribution of Extractive HLC types in Stockport

Definition of the broad character type

This broad type covers areas involved with the extraction of commodities and minerals such as fuel or building materials, including coal, stone, peat, and clay for brick, tile and pipe production.

HLC type	Area covered by HLC type (km ²)	% of Extractive area represented
Quarry	0.04	14
Landfill	0.03	11
Spoil heap	0.02	7
Other mineral extraction & processing	0.19	68
Totals	0.28	100%

Table 8 Area covered by the different Extractive HLC types

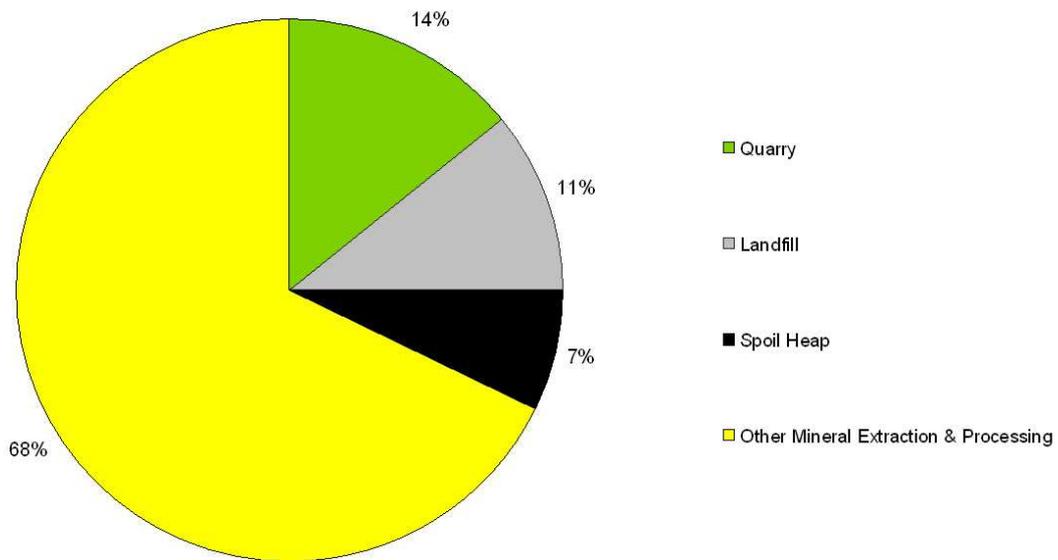


Figure 29 Pie chart showing the percentage by area of Extractive HLC types in Stockport

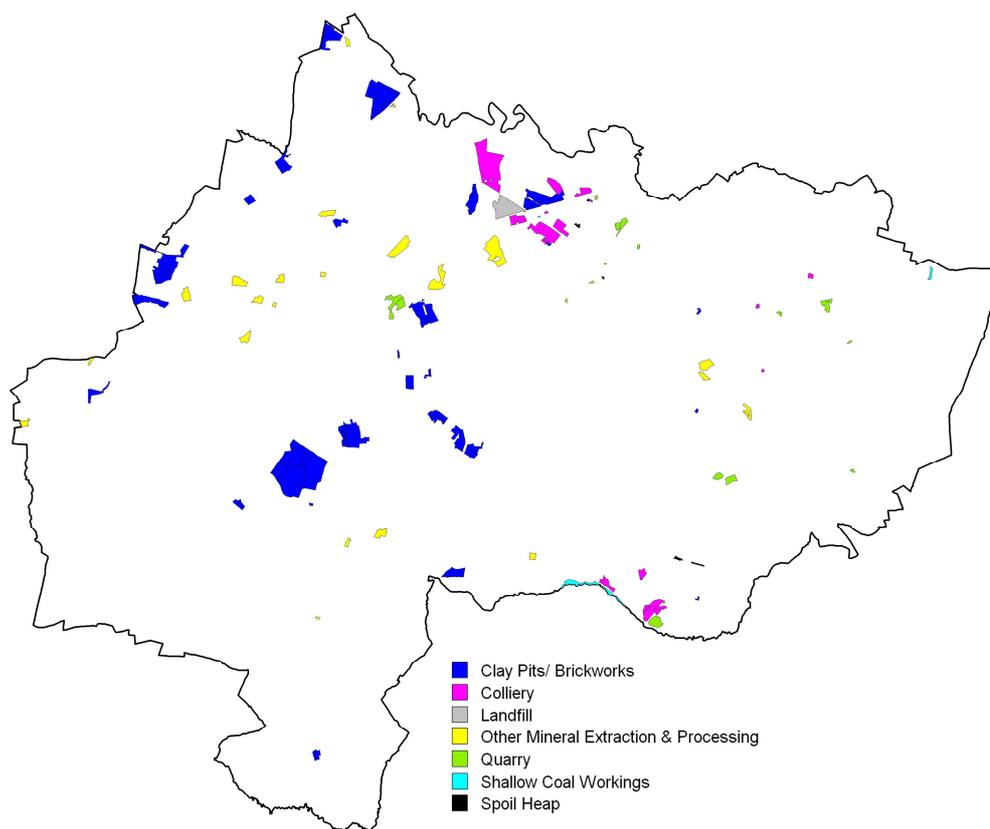


Figure 30 Map showing the distribution of Extractive areas as previous HLC types in Stockport

Extractive areas in Stockport

Less than 1% of the area of Stockport (0.28km²) has been classified as land under Extractive use; 9 separate sites were recorded. 7 of the sites cover less than 2

hectares each. By far the largest is a gravel pit at Offerton that covers 18.74 hectares. One landfill site and several spoil heaps associated with tunnel construction were identified around High Lane. Four quarries were also recorded.

Extractive industries were far more widespread through the borough in the past, with extraction being recorded as a previous land use within 144 character areas. These sites include 66 clay pits/brickworks, 26 collieries and 12 quarries. 26 examples of other extractive types were present; these were mostly sand or gravel pits. Many previous extractive sites have now been developed for housing or industry, or are in ornamental and recreational use.

7.7.1 Coal mining

No coal mines were identified as current types within Stockport.

The Middle and Lower Pennine Coal Measures occur across the eastern half of Stockport district, and have been mined extensively. Although none are in use at the present time, there were previously numerous coal working sites in the district. These tend to have been located in areas of the Pennine Middle Coal Measures. Many sites were no longer in use by the late 20th century and were landscaped soon after. 29 HLC areas (0.65km²) were recorded with Colliery as a previous type, illustrating the former importance of coal mining within the district. Features relating to collieries and other extractive sites may still be present in the landscape, including bell pits, spoil heaps, disused shafts and the former lines of the mineral railways and tramways that served the sites.

The presence of coal extraction as a previous character type gives a broad idea of its distribution throughout the district but is not an accurate picture of the actual number or the size of individual sites, instead representing a count of the number of current character areas that have contained coal extraction sites of a significant size in the past. The former sites of some large collieries such as Middle Wood Pit and Coal Pit Hill at High Lane are comprised of several different character types in the present day and thus appear twice or more in the HLC record.

Several 19th century collieries have been identified as previous types around the Bredbury area, including Bent Pits Colliery, Lingard Colliery and Bredbury Coal Pit. These were all out of use by the mid 20th century. Further named collieries in the district included King Coal Pit and Norbury, Middle Wood, Bottoms Hall and Compstall Road Collieries.

Three areas of shallow coal mining have been identified as previous HLC types. These are a former coal pit in Bredbury, an area of possible former open cast workings near Norbury Mill, and Ludworth Intakes Drift Mine. The former winding house of Ernecroft Drift Mine has been identified by the survey. However, the associated mine was not identified as the main previous HLC type for its area as it was located within Ernecroft Wood (now part of Etherow Country Park). The previous HLC type for the country park has been recorded as woodland.

7.7.2 Clay Pits/ Brickworks

Brick works, clay pits and associated brickworks have been identified only as previous HLC types within Stockport. The majority originated before the mid-19th century. A further six sites dated from the early to mid 20th century and were expansions of earlier clay pits and brickworks. The largest areas of brick works were concentrated at Adswood with the sites of the late 19th century Davenport Terra Cotta Brick and Tile Works and Adswood Brick and Tile Works, which was extracting clay

until the late 20th century. Other large brickworks sites were present at Heaton Mersey, North Reddish and Bredbury. All of the clay pits and brickworks are thought to have been inactive by 1999. Many of these sites have been redeveloped for Residential, Commercial or Industrial uses.

Probable marl pits were common in fields in the south part of the district, but these features are too small to be recorded as current or previous character areas in their own right.

7.7.3 Quarrying

Most of the quarries now present in the Stockport landscape date from before 1851. All are now disused, but some have nonetheless been recorded as current character areas, where they are still major visible landscape features.

The quarries in Stockport are relatively small and localised with the largest, within Middle Wood at High Lane, covering 3.18 hectares. Many were most likely created as a source for building stone for nearby cottages, farm buildings or field walls. A number of further quarries were recorded as a previous character type; many of these are now covered by regenerated scrub woodland.

7.7.4 Other mineral extraction and processing

The large mid 20th century gravel pit at Marple Road, Offerton, accounts for 68% of the area covered by Extractive HLC types in the current Stockport landscape. It appears to have fallen out of use by the late 20th century.

Three areas of spoil heaps identified as a previous type were created during construction of the Disley railway tunnel in the late 19th to early 20th century

The former quarry within Middle Wood was recorded as a possible landfill site within the current landscape.

An area of lime kilns built by Samuel Oldknow and designed to look like a castle was present as a previous HLC type at Marple; coal working also occurred at this site. The area is now part of a mid 20th century private housing development. Further early 19th century lime kilns were present at Green Lane, Romiley. This site is now an electricity sub station, but some evidence of the kilns survives.

Several sand pits and gravel pits were present as previous types, mostly in the northern part of the district. Most were present by the mid 19th century, but several mid-20th century sand pits were also present.

An area of pre-1850 ponds – possibly flooded marl pits – was present at Hillbrook Road, Bramhall. By the late 19th century these appear to have been adapted into an ornamental lake within the grounds of Hillbrook Grange; this now forms the setting for a late 20th century detached house (HLC Ref HGM39211).

Key management issues relating to Extractive sites

<p>Below-ground archaeological potential</p>	<ul style="list-style-type: none"> • Potential for surviving archaeological remains and features relating to 19th and 20th century extraction, including disused shafts • Limited potential for remains relating to earlier extraction • Archaeological remains relating to earlier settlement or other activity can be revealed by the removal of material at current extraction sites
--	--

	<ul style="list-style-type: none"> • The removal of material at extraction sites can cause the destruction of any archaeological remains present
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for standing buildings and structures of historic interest relating to various extractive industries and including historic processing equipment, pithead structures and administrative buildings • Potential for evidence of earlier transport infrastructure, such as railway lines and tramways
Historic landscape interest	<ul style="list-style-type: none"> • Significant impact on the landscape owing to the large scale of some extractive sites, which may feature extensive areas of spoil heaps and hollows, or quarry faces • Historic extraction sites may form part of a wider contemporary landscape, often with links to a transport network and with associated workers' housing
Threats	<ul style="list-style-type: none"> • Redevelopment of redundant sites, resulting in the loss of archaeological remains and historic character • Alteration of historic settings by the inappropriate redevelopment of sites in the surrounding area
Opportunities	<ul style="list-style-type: none"> • The extent of surviving extractive sites with historic significance could be identified through a programme of assessment and building survey • Buildings identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Any redevelopment of former extractive sites that does take place should take into account the wider social fabric of the surrounding area – new development should respect traditional local building styles and the historic distinctiveness of locations • Future extraction from historic quarry sites has the potential to provide a source of locally available natural materials for conservation repair • The historic industrial heritage can be promoted as a focus for community-based projects • Former extractive sites can be adapted for leisure use; quarries can be landscaped for use as parks or features within parks, whilst some types of extractive pits may be suitable for reuse as lakes
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection

	<p>through the planning process</p> <ul style="list-style-type: none"> • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development affecting a historic extraction site, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic extraction sites should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

A range of statutory protection is available for buildings and areas of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.8 Institutional broad type

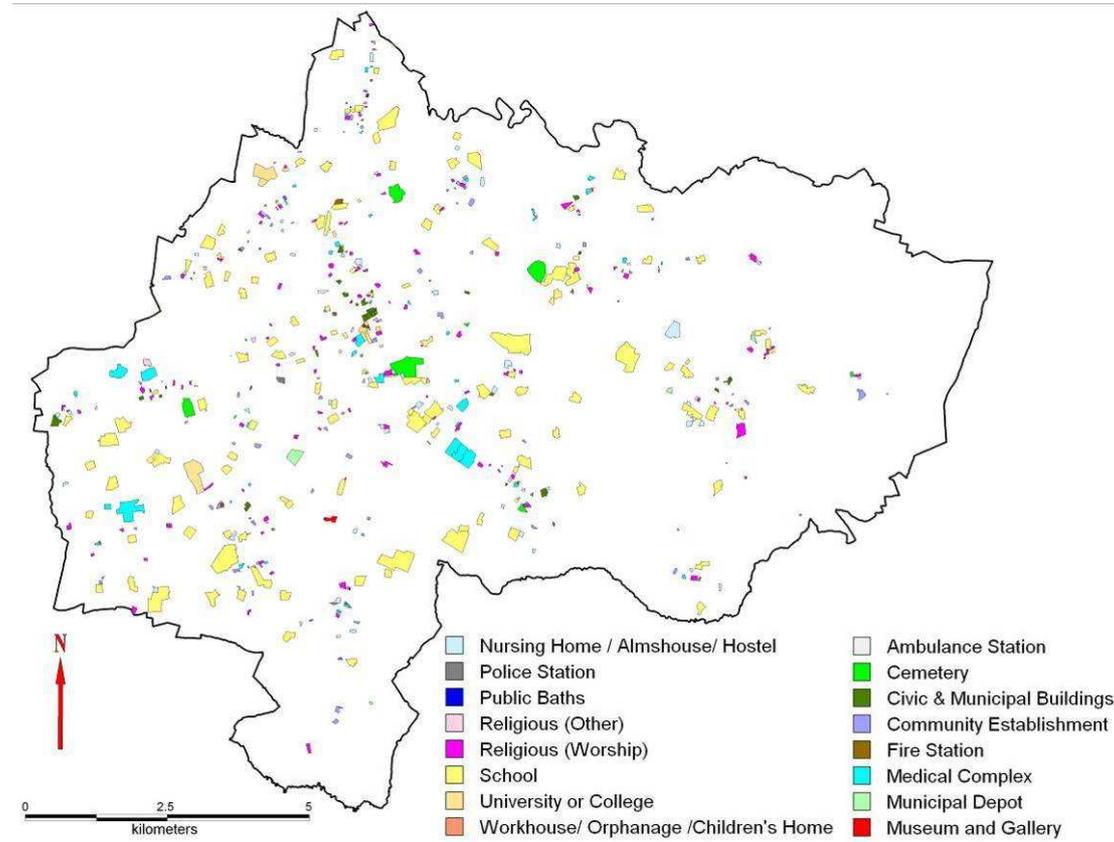


Figure 31 Map showing the distribution of Institutional HLC types in Stockport

Institutional HLC types in Stockport

The Institutional Broad type represents 5% (5.98km²) of the total area of Stockport. The type includes sites serving communities and those utilised for public services. As such, they are an integral part of the urban and suburban landscape. Institutes can be civic/municipal, religious or charitable foundations or built by private funding bodies.

Seven principal groups of Institutional HLC character types were identified within the current landscape of the borough of Stockport:

- Schools and Universities/colleges
- Religious (worship) and Religious (non-worship)
- Medical complexes and Nursing homes/almshouses/hostels
- Civic and municipal
- Cemeteries
- Community establishments
- Other Institutional HLC types

The earliest institutional buildings recorded in Stockport, as in a great many places, are churches. The district has two parish churches with medieval foundations, at Stockport and Cheadle. Stockport parish church was rebuilt in the 19th century, replacing an earlier church that originated in the late 13th to early 14th century. The

parish church at Cheadle dates to the 16th century. It was extensively modernised in the 19th century.

Chadkirk Chapel existed as a chapel of ease in the medieval period, but the current building dates to the 16th century. It is likely that Mellor also had a chapel of ease. The font at Mellor dates back to the 11th or 12th century. Smaller medieval chapels associated with family estates were also built in the middle ages.

The number of places of worship significantly increased after an Act allowing freedom of worship (the Act of Toleration) was passed in 1689; this allowed for the creation of Nonconformist meeting houses and chapels. The meetings of the early Evangelical and Methodist movements initially took place in private houses. As confidence in religious freedom increased, purpose-built meeting houses began to appear. A chapel built on Hillgate in Stockport town in 1759 was the first purpose-built meeting place for Methodists in Cheshire. Later chapels were constructed in developing rural settlements such as Bullock Smithy.

The late 18th and early 19th centuries saw a peak in chapel and church building (Plate 29). Many new Anglican churches were built or earlier churches replaced or improved around this time. These included new parish churches. The increase in churches, chapels and other religious institutes was tied in with the development of rural settlements into towns and the growth of industry and commerce. Many planned residential urban developments of the 18th and 19th centuries included religious and social institutes (Plate 31); these were an integral part of the contemporary townscape (Plate 30). Around 106 churches and chapels built between about 1750 and 1910 were recorded as both current and previous types in Stockport by the HLC project (54 as previous types).

The medieval system of manorial courts, parish officers and appointed justices of the peace endured into the early post medieval period. Stockport town and local manors in the district probably had dedicated local officers and justices of the peace concerned with law keeping, weights and measures, highways and other matters. Stockport probably had several dedicated houses for its court leet. A dungeon or gaol was documented in 1692.

Social care in the medieval and early post medieval periods was provided for largely by charitable donation, often in the form of bequests. John Shaa, a Stockport cloth merchant, bequeathed money to Stockport Parish Church and churches at Ashton and Cheadle. His money funded a priest and built a chapel at Woodhead on the Longendale Pass. Another legacy of the John Shaa will of 1488 was to appoint a priest who taught at Stockport's free Grammar school. Edward Warren, the Lord of Stockport Manor, built a row of almshouses and bequeathed £1 per year for each tenant in 1684. Money was donated to educate children with a trade, provide bread for the elderly and promote industry in the skilled poor. Voluntary subscription paid for the town to be lit in 1762. Notable institutions of the late 18th and early 19th centuries included the Stockport Dispensary, organised by committee in the 1790s; the Stockport House of recovery, built in 1815; the Stockport infirmary, completed in 1833; and the Stockport Union Workhouse, built in 1841 (Plate 33). The latter site became 'St Thomas Hospital (Chronic Sick)' in the mid-20th century.

By the 18th century, education was largely provided by charitable Christian organisations. Associated with chapels and churches were Sunday schools, national schools and day schools designed to educate working class children. Many small schools were constructed in the mid 18th century in areas such as Stockport, Bramhall Green, Norbury, Cheadle Heath, Marple and Mellor. A national school was

built in 1825-6 off Wellington Road. The new grammar school was built in the same location by 1832. Further education in the 18th and 19th centuries was handled by the many institutional halls, as well as the many Mechanics' institutes backed by local mill owners. Other institutes of the time included Stockport Union for the Promotion of Human Happiness and the Stockport Institute for the Diffusion of Useful Knowledge. These were largely run by private committees.

During the 18th century many of the town's civic improvements relating to areas such as health, water, roads or lighting schemes required an Act of Parliament. For example, a 1722 Act enabled overseers of the poor to establish workhouses. Stockport's first workhouse had been constructed by 1731. Several Acts introduced small improvements to the town during the late 18th to early 19th century. The system of local government established in the medieval period was deemed inadequate to provide for Stockport's civic needs by the late 18th century. The 1835 Municipal Corporations Act of 1835 created a new administrative body in Stockport, an elected town council. The manorial court leet and the lord of the Stockport manor still held legal jurisdiction and rights to burgage and market fees until the 1840s. The council purchased manorial rights after 1845. One of its first acts was to improve the town's market. The Local Government Act of 1888 gave the powers of the former Justices of the Peace to elected councils. By 1910 the Stockport borough boundary had been extended to incorporate Cheadle, Gatley, Hazel Grove, Bramhall, Brinnington and Reddish. Heaton Norris had been incorporated by 1913.

The prosperity generated by the 19th and early 20th century textile boom sustained a boom in the construction of public institutes. Civic buildings increased in grandeur to reflect the growing pride in Stockport's commercial and industrial status in the later part of the 19th and the early 20th century. The borough took on a greater role in improving education, public health and social welfare by enforcing housing regulations, providing services such as water and lighting, creating cemeteries, and building hospitals, sanatoriums, libraries and workhouses (Plate 39). The Second Reform Act of 1867 and Forster's Education Act of 1870 led to the building of elementary schools in areas where educational facilities had not previously been provided. The borough founded Technical School was opened in 1889. Stockport's prestigious town hall was built by 1908 (Plate 35). Mersey Square became the focus of new municipal development. Town councils also provided funding for fire and police stations, public baths and galleries in Stockport and other local developing urban cores. Many other public institutes continued to be founded by public subscription, charity or philanthropy (Plate 34). Independent 19th century institutes included Salvation Army halls, political social clubs and educational institutes.

The local economy declined in the interwar years, but Stockport council retained a hand in the building of public institutes. Government Acts and social welfare reforms placed a requirement on local government to make provision for better education and healthcare. The technical school was reorganised as the Stockport College of Further Education in 1927. A design to remodel the land between Wellington Road South and Edward Street was implemented in the early post-war period. Plans included a new health centre, civic hall and law courts. The area now incorporates the civic offices, the police station and the Magistrates' court. Schools, churches and hospitals were built to serve the rapidly expanding populations housed in the large council and private estates that were being built in the Stockport hinterlands. With the development of the new unitary authority, the later part of the 20th century saw a continuation in civic and municipal construction. More than half of the public institutes in Stockport were constructed in the late 20th century. The majority by far were schools, followed by nursing homes, medical complexes and civic buildings. The latter category includes civic offices, colleges, job centres and court houses

(Plates 37 & 38). In terms of area and count, schools now dominate the Institutional HLC types.

HLC type	Area covered by HLC type (km ²)	% of area represented
School	3.48	59
Religious (worship)	0.46	8
Cemetery	0.36	6
Community establishment	0.24	4
Civic & municipal buildings	0.16	3
Medical complex	0.53	9
Museum and gallery	0.02	<1
University or college	0.25	4
Nursing home / almshouse/ hostel	0.31	5
Religious (other)	0.05	1
Fire station	0.02	<1
Police station	0.02	<1
Public baths	0.00	<1
Municipal depot	0.07	1
Ambulance station	0.01	<1
Workhouse/ orphanage /children's home	<.01	<1
Totals	5.98	100

Table 9 Area covered by the different Institutional HLC types

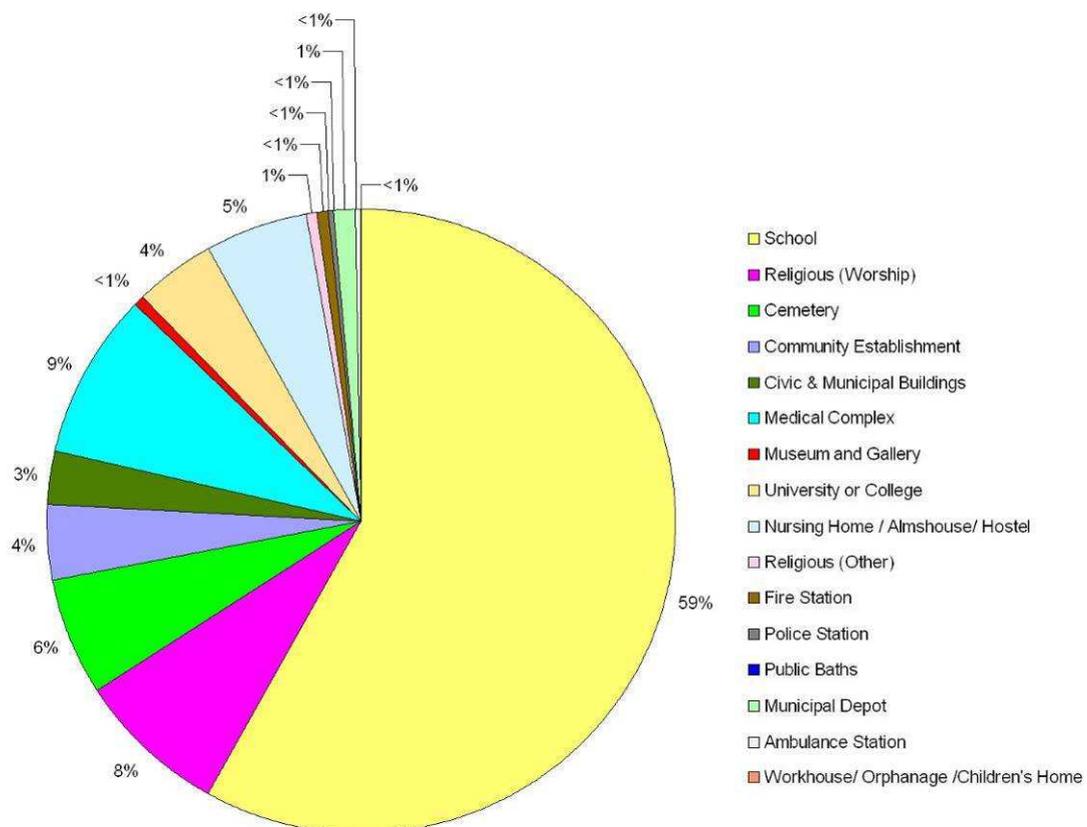


Figure 32 Pie chart showing the percentage of different HLC types making up the Institutional broad type in Stockport

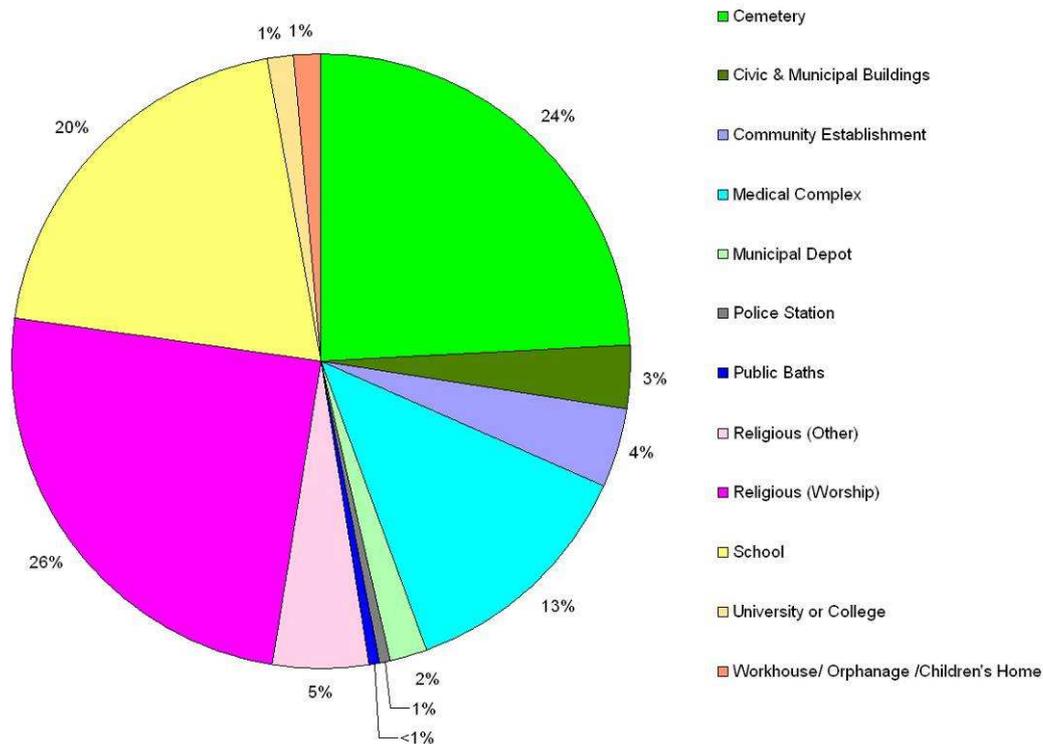


Figure 33 Pie chart showing the percentage of different Institutional HLC types making up the broad type in about 1910

7.8.1 Schools and Universities/colleges

Schools and Universities/colleges by far represent the greatest area of Institutional land use in Stockport. This is a product both of the large number of individual sites and the large amounts of land taken up by their associated playing fields. Combined, schools and colleges cover 63% (3.73km²) of the total area of Institutional HLC types in the borough. Schools and colleges are easily identified on current and historic mapping as they are usually named. Generally, however, only those of a medium to large scale have been included as character areas in their own right. Where appropriate, smaller educational institutes were included as attributes of residential areas or their presence noted in the text.

A small number of schools in Stockport were probably founded before 1851. In 1488 a sum of money was bequeathed by Stockport clothier John Shaa to Stockport's Free Grammar School to support a priest and tutor.

By the 18th century, education was largely provided by charitable Christian organisations. Associated with chapels and churches were Sunday schools, national schools and day schools. A national school was built in 1825-6 off Wellington Road. The new grammar school was built in the same location by 1832. The Second Reform Act of 1867 and Forster's Education Act of 1870 led to the building of elementary schools in areas where educational facilities had not previously been provided. Colleges and technical institutions were also founded in the later 19th century, often with the intention of improving the technical skills of the labour force. Many Mechanics' institutes were backed by local mill owners. The current college was formally founded by the borough as a technical school and was opened in 1889. The technical school was reorganised as the Stockport College of Further Education in 1927.

139 schools were recorded in the borough of Stockport. The distribution is almost entirely associated with urban and suburban settlement and/or other institutes, particularly churches. School and college sites range in size from less than 0.1 hectares to over 18 hectares. Schools associated with later 19th and early 20th century terraced housing tend to be small, with little or no associated land. There are examples of schools with earlier origins standing in isolation amongst modern development or reused for residential, commercial or light industrial purposes. The size and design of 19th and early 20th century school buildings makes them suitable for conversion for modern functions such as commercial warehouses.

Larger schools, often with extensive playing fields, were built in the 20th century. Over half of the schools in Stockport date to the mid to late 20th century. The late 19th century Stockport College was further developed in the mid and late 20th century (Plate 37). Extensive phases of school and college building activity occurred in both the interwar and post-war periods; many were built in association with suburban housing estates. Modern secondary schools tend to be built on a large scale with wide catchment areas.

Key management issues relating to Schools and Universities/colleges

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains of any age within undeveloped open areas such as playing fields
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings of historic interest, including 19th century schools, which may include inscriptions and datestones • Associated boundary features such as railings and gateposts; although some iron railings are likely to have been removed during the Second World War, evidence may still survive • Colleges and private schools may reuse existing buildings, such as large 19th century houses
Historic landscape interest	<ul style="list-style-type: none"> • Schools and colleges can be substantial buildings set on large sites that form significant elements of the landscape, particularly where they are set within extensive playing fields • 19th and early 20th century schools often form an integral part of contemporary urban fabric, and may be associated with other buildings such as workers' housing and chapels • Mid- and late 20th century schools may represent elements of a contemporary landscape of suburban housing estates with other associated buildings such as churches or parades of shops
Threats	<ul style="list-style-type: none"> • Older school buildings can fall out of use as the populations they were built to serve move and change. For example, 19th century schools may become disused when urban areas become less residential in character • Schools can be demolished as part of wider regeneration projects involving the clearance of the housing stock they were associated with. 19th and early 20th century terraced housing and schools may be particularly vulnerable to this • Where urban regeneration of an area is carried out and

	<p>school buildings themselves are not demolished, they become isolated from their historic setting and context</p> <ul style="list-style-type: none"> • Older school buildings often lie in urban areas where development pressure is high, and are thus at risk of clearance and redevelopment once they fall out of use • Older school buildings may be too small for current needs, with a lack of room for expansion on urban sites, or may be unsuitable for modern educational requirements and thus become redundant • Alterations to the appearance of historic buildings, including insensitive modernisation, can lead to the erosion of historic character • Parts of school playing fields may be sold for development, altering the setting of a school
Opportunities	<ul style="list-style-type: none"> • Good or rare examples of historic school or college buildings that are not currently listed could be identified through a programme of systematic evaluation and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Examples that lie within wider historic landscapes that have retained other contemporary institutions and housing should also be identified • Redundant school buildings can be converted for modern uses, particularly apartments • New development should respect traditional local building styles and the historic distinctiveness of locations • The historic urban heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for redevelopment of the site of a school, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential

	<p>and for the preservation in situ or recording of any archaeological deposits that are encountered</p> <ul style="list-style-type: none"> • Awareness of issues relating to the importance of historic school buildings should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	--

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.8.2 Religious (worship) and Religious (non-worship)

Religious sites in Stockport are overwhelmingly Christian churches of a variety of denominations (mainly Anglican, Baptist, Catholic and Methodist). Synagogues, Kingdom Halls, temples and mosques are also included in this category. However, other than churches and chapels, only one Kingdom Hall and one Gospel hall were recorded during the project. This does not mean that the district contains no mosques, synagogues or other places of worship; such buildings may be low-key in the area and may not be named on mapping, or may appear within larger character areas such as residential areas or urban cores. For example, a synagogue is present within the cemetery between Brookfield Road and Park Road at Cheadle, and its site was included within the record for the cemetery (HLC Ref HGM368).

Other types of religious sites such as meeting halls, Salvation Army citadels, Sunday schools and convents were included in the 'Religious (non-worship)' category. Places of worship and other religious buildings represent 9% (0.51km²) of the total area of the Institutional HLC type in Stockport. Religious HLC types are generally found in association with urban development. They are predominantly on a small to medium scale, many occupying sites of half a hectare or less.

Within the immediate environment of many churches and chapels were associated features such as lych gates, graveyards, halls and presbyteries. However, 19th and 20th century chapels and urban churches tended to occupy relatively small plots, and not all had burial grounds.

Of the 119 extant places of worship recorded by the HLC in the borough of Stockport, only five seem to predate the 19th century. A further twelve were built in the early to mid 19th century. The two medieval parish churches within the current Stockport borough, at Cheadle and Stockport, were both remodelled or rebuilt during the 19th century. Chadkirk Chapel may have originated as chapel of ease in the medieval period. The current structure was built in the 16th century. Mellor church may also have had a medieval foundation as a chapel of ease.

The post-Restoration period saw the rise of religious nonconformity and the Methodist movement. Many meeting houses were founded at this time. A chapel built on Hillgate in Stockport town in 1759 was the first purpose-built meeting place for Methodists in Cheshire. Later chapels were constructed in developing rural settlements such as Bullock Smithy.

Population expansion, partly as a result of the economic boom generated by the textile industry, led to a boom in church building in the 19th century. Many 19th and early 20th century churches survive in Stockport. However, many have lost their original context due to modern redevelopment (Plate 29). The 19th century saw a peak in chapel and church building. Many historic churches were destroyed or extensively modernised at this time. Around 49 extant churches and chapels in Stockport could be considered to be Victorian or Edwardian. A range of buildings are represented, from small local community chapels and halls to prestigious churches in Gothic, Romanesque or neoclassical styles. Many examples of high Victorian church architecture can be found in the Stockport area (Plate 30).

Churches continued to be constructed into the 20th century, often in the vicinity of earlier church sites (Plate 32). Many 20th century churches were built in association with new housing estates. However, a comparison of Institutional HLC types in the early 20th century and at the present time reveals a change in the proportion of religious sites (Figures 32 & 33 above). A rough measure of places of worship in about 1910 by area shows that about 26% of land in institutional use fell within the category, compared with about 8% today. A decline in communal worshipping practices in England has led to the abandonment of many religious institutes, particularly churches. Loss of historic character can occur as a result of religious buildings falling out of use and being either converted and reused, or demolished and replaced by later development of a different type. Other than those sites where churches have been rebuilt on earlier church sites, about 92 sites in Stockport have been identified that previously contained churches or other religious buildings, including several Sunday schools. The reuse of these sites is varied, and sites are more likely to have been cleared than for buildings to have been retained and converted. However, some churches have been converted for reuse by other faiths, or as community halls or business premises (Plates 29 & 31).

Whilst many religious buildings are protected through listing, others are vulnerable to demolition although they still form important elements of urban and suburban landscapes. Any reuse or conversion of such buildings should take this into account.

Key management issues relating to Religious buildings

Below-ground archaeological potential	<ul style="list-style-type: none"> • Human remains will be present within graveyards and churchyards. Many of these will date to the post medieval and modern periods, but there will also be potential for much earlier remains where a church has an early foundation • The sites of post medieval churches with earlier foundations may contain the archaeological remains of previous church buildings • Some potential for archaeological remains relating to occupation predating the founding of churches
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings of historic interest, including post medieval and modern churches as well as examples that incorporate earlier fabric • Other buildings, many of which will be of more recent date, may include mosques, synagogues, kingdom halls, cultural centres and convents • Associated dwellings such as vicarages, parsonages, rectories and presbyteries • Buildings are likely to feature inscriptions and datestones

	<ul style="list-style-type: none"> • Headstones and tombs are of archaeological interest, and may include examples of important sculpture • Associated boundary features such as lych gates, walls, railings and gateposts. Although some iron railings are likely to have been removed during the Second World War, evidence may still survive
Historic landscape interest	<ul style="list-style-type: none"> • Churches and chapels can be substantial buildings set on large sites that form significant elements of the landscape, particularly where they are set within large graveyards. Spires and towers may be landscape features that are visible across great distances • 19th and early 20th century religious buildings often form an integral part of contemporary urban fabric, and may be associated with other buildings such as workers' housing and schools • Mid- and late 20th century churches may represent elements of a contemporary landscape of suburban housing estates with other associated buildings such as parades of shops
Threats	<ul style="list-style-type: none"> • Church buildings in urban settings can fall out of use as the populations they were built to serve move and change, for example, when areas become less residential in character • Churches can become divorced from their historic settings when regeneration projects result in the clearance of the housing stock they were associated with. 19th and early 20th century terraced housing and chapels may be particularly vulnerable to this • Churches, chapels and other religious institutions often lie in urban areas where development pressure is high, and are thus at risk of clearance and redevelopment once they fall out of use • Alterations to the appearance of historic buildings, including insensitive modernisation, can lead to the erosion of historic character
Opportunities	<ul style="list-style-type: none"> • Whilst many religious buildings are protected through listing, others are vulnerable to demolition but still form an important element of the urban and rural landscape, and should be sympathetically reused • Good or rare examples of historic religious buildings that are not currently listed could be identified through a programme of systematic evaluation and building survey • Where no viable use can be found for buildings that have been identified as being of historic or architectural significance and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Examples that lie within wider historic landscapes that have retained other contemporary institutions and housing should also be identified

	<ul style="list-style-type: none"> • Where a graveyard is subject to development proposals, graves and associated grave furniture should remain undisturbed wherever possible. It is important to maintain the relationship between headstones and grave plots. If disturbance or clearance is inevitable, recording should be undertaken. This can present valuable opportunities to investigate aspects of population demographics • Redundant religious institutional buildings can be converted for modern uses, particularly apartments • Any new development affecting places of worship and their environs should enhance traditional local building styles and the distinctiveness of locations • Historic community buildings can be promoted as focal points for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and maintaining identity of street frontages • Careful consideration should be given to the siting and extent of car parks and other areas of hardstanding, particularly where the historic urban grain would be sensitive to the unprecedented opening up of large open 'grey' areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for redevelopment of the site of a religious building, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Special consideration must be given to burial grounds. The removal of bodies is covered by Section 25 of the Burial Act of 1857 • Awareness of issues relating to the importance of historic religious buildings should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.8.3 Medical complexes and Nursing homes/almshouses/hostels

Combined, Medical complexes and Nursing homes/almshouses/hostels represent around 14% (0.84 km²) of the total area of the Institutional HLC type in Stockport. The two categories include retirement homes, some types of sheltered housing, and clinics, surgeries and hospitals. The numerous local surgeries that are not large enough to constitute character areas in their own right were not recorded individually. The distribution of these sites is generally scattered through urban and suburban areas. Sites range in scale from local clinics and health centres covering a quarter to half a hectare and sometimes less, to the Stepping Hill Hospital, which covers an area of around 15 hectares.

In the second half of the 19th century, it was recognised that increasing urbanisation was bringing new health risks associated with poor living conditions. Social reforms to counteract this were put in place, and this led to the establishment of new hospitals and medical facilities. Some early purpose-built hospitals went beyond the utilitarian. They were architect-designed and included many of the architectural features present on other higher-status public buildings. 19th and early 20th century plans and forms represent a significant record of stages in the evolution of modern functional hospitals. Other establishments occupy converted buildings of potentially significant historic interest.

Stepping Hill Hospital was founded in the early 20th century as the Stepping Hill Poor Law Hospital. The site continued to be developed throughout the 20th and early 21st centuries. This continuation of use has been typical of the Manchester region. Another example in Stockport is the Cheadle Royal Hospital, which was founded as the Manchester Royal Lunatic Asylum in 1849. However, hospitals based in historic buildings are particularly vulnerable to forces for change, as they are increasingly expected to meet the highly advanced needs of a 21st century health service. 19th and early 20th century buildings must be adapted at the risk of losing historic fabric and character, or are demolished if adaptation is not considered viable.

St Thomas's hospital was founded in the 20th century and incorporated buildings from the 1841 Stockport Union Workhouse. This site is undergoing conversion as an annex to Stockport College (Plate 33). The hospital fabric has largely been demolished, but fabric relating to the original workhouse has been retained.

Local medical and health centres tend to be based in purpose-built modern structures. They often represent the redevelopment of sites occupied by earlier buildings, although some were built directly onto undeveloped land. Medical complexes, including local health centres in or close to residential areas, continue to be founded up to the present day.

Nursing homes and hostels also tend to be found in residential areas. 56 were identified in the borough. Most were small, covering areas of less than 0.5 hectares. The majority of nursing and residential care homes in Stockport were built in the mid-

to late 20th century. However, some represent conversions of Victorian villas, usually with modern extensions.

Key management issues relating to Medical complexes and Nursing homes/almshouses/hostels

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to agricultural activity and other occupation predating 19th and 20th century development • Where present, archaeological remains are likely to show a greater degree of preservation within gardens and other areas that have not been built on
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings of historic interest, including 19th century almshouses and purpose-built hospitals, which may include inscriptions and datestones • Associated boundary features such as railings and gateposts; although some iron railings are likely to have been removed during the Second World War, evidence may still survive • Residential homes and hostels may reuse existing buildings, such as large 19th century houses. Smaller local or private hospitals and medical and dental surgeries may also reuse 19th century houses, whilst large district hospitals sometimes developed from existing workhouses
Historic landscape interest	<ul style="list-style-type: none"> • Hospitals can be substantial buildings set on large sites that form significant elements of the landscape • Mid- and late 20th century nursing homes may represent elements of a contemporary landscape of suburban housing estates
Threats	<ul style="list-style-type: none"> • Hospital buildings need to be constantly updated to cater for the demands of a modern health service. Older buildings can become expensive to maintain or upgrade, and are then vulnerable to demolition and replacement with modern structures • Alterations to the appearance of historic buildings, including insensitive modernisation, can lead to the erosion of historic character • Conversion of historic buildings for use as modern nursing homes or hospitals can result in the removal of historic fabric and the erosion of historic character
Opportunities	<ul style="list-style-type: none"> • Good or rare examples of historic hospital buildings and almshouses that are not listed could be identified through a programme of systematic evaluation and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be

	<p>demolished, detailed recording should be carried out prior to any demolition works</p> <ul style="list-style-type: none"> • Redundant hospital buildings may be suitable for conversion for modern uses, particularly apartments • Where the site of a hospital complex is redeveloped, associated buildings and settings forming integral parts of the complex should be retained to preserve the integrity of the original design • New development should respect traditional local building styles and the historic distinctiveness of locations
<p>Management recommendations</p>	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and maintaining identity of street frontages • Careful consideration should be given to the siting and extent of car parks and other areas of hardstanding, particularly where the historic urban grain would be sensitive to the unprecedented opening up of large open 'grey' areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for redevelopment of the site of almshouses, a medical complex or a residential home, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic medical complexes, almshouses and residential homes should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.8.4 Civic and municipal

Civic and municipal sites represent around 3% (0.16 km²) of the total area of the Institutional broad type in Stockport. Municipal buildings include libraries, council and other government offices, job centres, registrars' offices and town halls. By the nature of their function, such buildings are predominantly to be found in urban centres. The majority of the civic and municipal buildings in the borough are concentrated around Stockport with smaller groups at Cheadle, Cheadle Hulme, Hazel Grove and Marple.

Stockport experienced an economic boom in the late 19th century. This is reflected in its civic architecture. The higher-status examples of civic buildings are often grand and ornate structures of architectural significance. Stockport's lavish town hall was constructed in 1904-08 in the English Baroque style (Plate 35). Although Stockport town was the centre for local government, smaller district centres also had civic buildings.

Institutions of less high status such as local libraries may nonetheless be representative of the design movements of their time. Many Victorian and Edwardian examples are present in Stockport. Civic and municipal buildings may form complexes of contemporary institutions set in formal grounds or gardens. The Stockport Central Library is a good example of a Carnegie library.

There are several examples in Stockport of high-status houses being reused with a municipal function. Examples include Woodbank Hall, Offerton, and Gatley House, Gatley. The latter is a former Georgian House, now housing a public library, which was sold to Cheadle and Gatley UDC in 1935.

Many of Stockport's civic and municipal buildings date to the mid to late 20th century. Buildings of this date consist largely of nondescript government office blocks, job centres and court houses. A design to remodel the land between Wellington Road South and Edward Street was implemented in the early post-war period. Plans included a new health centre, civic hall and law courts. The area now incorporates the civic offices, the police station and the Magistrates' court. Civic buildings at Memorial Park were constructed in the mid to late 20th century. These include a police station, a library and a clinic.

Key management issues relating to Civic and municipal buildings

Below-ground archaeological potential	<ul style="list-style-type: none"> • Limited potential for surviving archaeological remains relating to agricultural activity and other occupation predating 19th and 20th century development • Where present, archaeological remains are likely to show a greater degree of preservation within gardens and other areas that have not been built on
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings of historic interest, including 19th and 20th century town halls • Associated features such as sculptures, memorials and fountains within the grounds to civic buildings
Historic landscape interest	<ul style="list-style-type: none"> • Civic and municipal buildings can be substantial, imposing structures, forming landmark features at focal points of urban centres

Threats	<ul style="list-style-type: none"> • Older buildings can be costly for councils to maintain and may be unsuitable for usage as modern offices unless potentially expensive alteration works are carried out. Such buildings are therefore at risk of redundancy, leading to deterioration and eventually demolition • Further risk of redundancy can result from changes to the structure of local government • Civic buildings usually lie in urban areas where development pressure is high, and are thus at risk of clearance and redevelopment once they fall out of use • Alterations to the appearance of historic buildings, including insensitive modernisation, can lead to the erosion of historic character • Inappropriate regeneration and redevelopment in the vicinity of civic buildings can be detrimental to historic settings
Opportunities	<ul style="list-style-type: none"> • Good or rare examples of historic civic and municipal buildings that are not listed could be identified through a programme of systematic evaluation and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Examples that lie within wider historic landscapes that have retained other contemporary institutions and settings such as landscaped gardens should also be identified • Redundant civic buildings can be converted for modern uses such as apartments • New development should respect traditional local building styles and the historic distinctiveness of locations • The historic urban heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and maintaining identity of street frontages • Careful consideration should be given to the siting and extent of car parks and other areas of hardstanding, particularly where the historic urban grain would be sensitive to the unprecedented opening up of large

	<p>open 'grey' areas</p> <ul style="list-style-type: none"> • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for redevelopment of the site of a civic or municipal building, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic civic and municipal buildings should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.8.5 Cemeteries

Seven cemeteries were recorded during the HLC survey of Stockport, representing 6% (0.36km²) of the area covered by the Institutional broad type in the district. The dates at which these sites were established varies, with three dating to the early or mid-19th century, one to the late 19th or early 20th century, and three to the mid or late 20th century. Of the later sites, one was established as an extension to an earlier churchyard. Individual sites range in size from less than a hectare up to 13.7 hectares (the Borough Cemetery, Buxton Road).

Cemeteries are defined as burial grounds that are not associated with an established church or chapel. Thus, burial grounds and graveyards forming the grounds to churches, chapels or other places of worship were included in the HLC records relating to these buildings rather than recorded as separate character areas. However, some of the sites represented graveyards or burial grounds that were, or appeared to be, associated with chapels or churches that are no longer standing. Cemeteries and burial grounds may contain examples of important sculpture in the form of gravestones and memorials.

Municipal and private cemeteries had established a formal design by the end of the 19th century. The designed layouts of cemeteries echo the public parks of the period (Plate 39). Larger municipal cemeteries usually contained three mortuary chapels, one each for the Roman Catholic, Church of England and Nonconformist denominations. Lodges were often built at main entrances. Many of these chapels and lodges have not survived, and where they do survive have often fallen into disuse and are in a poor state of repair and thus vulnerable. The three 19th century cemeteries of this kind in Stockport are the Borough Cemetery, Willow Grove

Cemetery, and the cemetery at Cheadle. Of these sites, two of the three mortuary chapels are still extant at the Borough Cemetery, whilst Willow Grove Cemetery has lost all three of its chapels. The cemetery at Cheadle is unusual in that only two mortuary chapels (C of E and Nonconformist) are named on historic mapping. Both of these were lost in the later 20th century.

Of specific historic interest is a small burial ground on Clovelly Road, Stockport Little Moor, which also had a mausoleum. The plot, a small triangular piece of land, was established in the early 19th century (c.1829) as the burial ground of the Marsland family of Woodbank. It was originally laid out at the edge of private parkland associated with the Marslands' Wood Bank Hall to the north. The burial ground is now a neglected grassy area with mature trees, and there are no visible remains of funerary monuments. It is surrounded by later 20th century residential development.

The only non-Christian burial site identified by the HLC survey in Stockport was the Jewish burial ground and synagogue forming a late 20th century addition to the cemetery off Park Road and Brookfield Road in Cheadle.

Excluding prehistoric sites, four cemeteries were recorded as previous types. Three were associated with former churches. Modern reuse has included social housing development, waste ground, car park and a modern Methodist church (which may respect the former graveyard). A burial ground that was originally associated with a late 19th century Methodist chapel exists out of context within a late 20th century traffic island on a junction of the M60 motorway at Portwood. The chapel is no longer extant (HLC Ref HGM34621).

Key management issues relating to Cemeteries

Below-ground archaeological potential	<ul style="list-style-type: none"> • Human remains dating from the mid-19th century onwards will be present in cemeteries • Some potential for archaeological remains relating to agriculture and occupation predating the founding of cemeteries
Above-ground archaeological potential	<ul style="list-style-type: none"> • Standing buildings of historic interest, including mortuary chapels and entrance lodges • Headstones and tombs are of archaeological interest, and may include examples of important sculpture • Associated boundary features such as walls, railings and gateposts; although some iron railings are likely to have been removed during the Second World War, evidence may still survive
Historic landscape interest	<ul style="list-style-type: none"> • Cemeteries cover extensive sites and thus form significant elements within landscapes • The grounds to cemeteries are landscaped and laid out with formal paths, often in geometric designs
Threats	<ul style="list-style-type: none"> • When established, cemeteries were usually situated at the edges of settlements. Urban and suburban growth in the 20th century often means that the original semi-rural setting of a cemetery is lost • Buildings associated with cemeteries, particularly mortuary chapels, have generally fallen out of use due over the last few decades. As a result they become neglected and may be vulnerable to vandalism and dereliction

	<ul style="list-style-type: none"> • Memorial stones can also be vulnerable to vandalism • Memorial stones can deteriorate with the effects of weather and the natural ageing process; they may become cracked or otherwise damaged, and may fall over • Buildings and memorials are major elements of a cemetery, and any individual deterioration of these features has a cumulative negative effect on the historic character of the cemetery as a whole
Opportunities	<ul style="list-style-type: none"> • Good or rare examples of historic cemeteries, memorial stones and tomb architecture could be identified through a programme of systematic evaluation • Where significant memorial stones and tomb architecture have been identified, they should be recorded, and retained in situ wherever possible • Associated buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • The associated buildings and landscaping of historic cemeteries should be maintained to preserve the integrity of the original design • Where a former cemetery is subject to development proposals, graves and associated grave furniture should remain undisturbed wherever possible. It is important to maintain the relationship between headstones and grave plots. If disturbance or clearance is inevitable, recording should be undertaken. This can present valuable opportunities to investigate aspects of population demographics • Historic boundaries and settings should be retained within sites that are redeveloped • Historic cemeteries can be promoted as focal points for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Special consideration must be given to burial grounds. The removal of bodies is covered by Section 25 of the Burial Act of 1857 • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for redevelopment of

	<p>the site of a cemetery, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered</p> <ul style="list-style-type: none"> • Memories of historic identity could be retained in street naming, public art etc • Awareness of issues relating to the importance of historic cemeteries should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	--

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.8.6 Community establishments

98 community establishments were recorded in the borough of Stockport during the HLC survey. These sites represent 4% (0.24km²) of the total area of the Institutional broad type. Thirteen were established before 1910. The character type includes social clubs, community centres, scout huts, youth centres and advice bureaux. The buildings were generally small in scale and utilitarian in character, although some reused earlier houses and institutes. Some recently built establishments may have been constructed as part of social housing schemes and provide council sanctioned social support. Others may be associated with existing institutes, such as churches.

Formalised non-religious and non-commercial meeting places in Stockport probably date back to at least the 18th century, when social organisations such as Freemasonry began to appear. However, the construction of community establishments on a large scale was a phenomenon of the late 19th century. Many halls and other institutes dedicated to social improvement appeared at this time (Plate 34). Often founded by subscribing groups or individual philanthropists, they performed a social function in the absence of state founded institutes. Many bowling clubs also appeared. Some of the wealthier organisations were housed in ornate and high-status buildings. Many were founded as social clubs on a local level.

31 community establishments were recorded as previous types. Many of the sites have been redeveloped for housing; only a few of the buildings have been reused for new purposes such as churches.

7.8.7 Other Institutional HLC types

'Other' institutes recorded by the HLC included municipal depots, public baths, museums/galleries, and police, fire and ambulance stations.

The site of one public baths was recorded at Gorton Road, North Reddish. The building dated to the early 20th century. The majority of late 20th century public baths will be included within the Ornamental, parkland and recreational broad type as elements of leisure centres. One late 19th century public baths formerly present on Hooper Street, Stockport was recorded as a previous type.

Police stations and fire stations were an integral part of the 19th century urban landscape (Plate 36). Twelve examples in Stockport district were constructed in the last 60 years. One building was of interwar date and a further two could be considered Victorian or Edwardian. Six 19th century police and fire stations were recorded as previous types.

Five municipal depots were recorded in Stockport. These were constructed in the last 50 years and were generally on a small to medium scale. Uses include council yards, refuse tips and nurseries, sometimes with more than one function at an individual site. Corporation depots and town yards have been a landscape element since the early 19th century. Some examples had associations with railway and canal networks. Six municipal depots were recorded as previous types (including a single site that appeared within the records for three current character areas); three of these dated to the mid-20th century and the remainder were established before 1910. All except one were situated around the Stockport town core, with sites including former sanitation and corporation yards. The depot on George's Road, Stockport (now the site of a B&Q superstore) may have had associations with railway sidings.

Five museums were recorded in the district. The earliest was the Stockport Museum at Vernon Park, purpose-built in 1860. The Stockport War Memorial Art Gallery was constructed in 1923-5. Other visitor attractions include the Stockport Hatting Museum at Bramhall and the Spade Forge Museum at Marple Bridge, both of which are reused industrial buildings, and Bramall Hall.

7.9 Commercial broad type

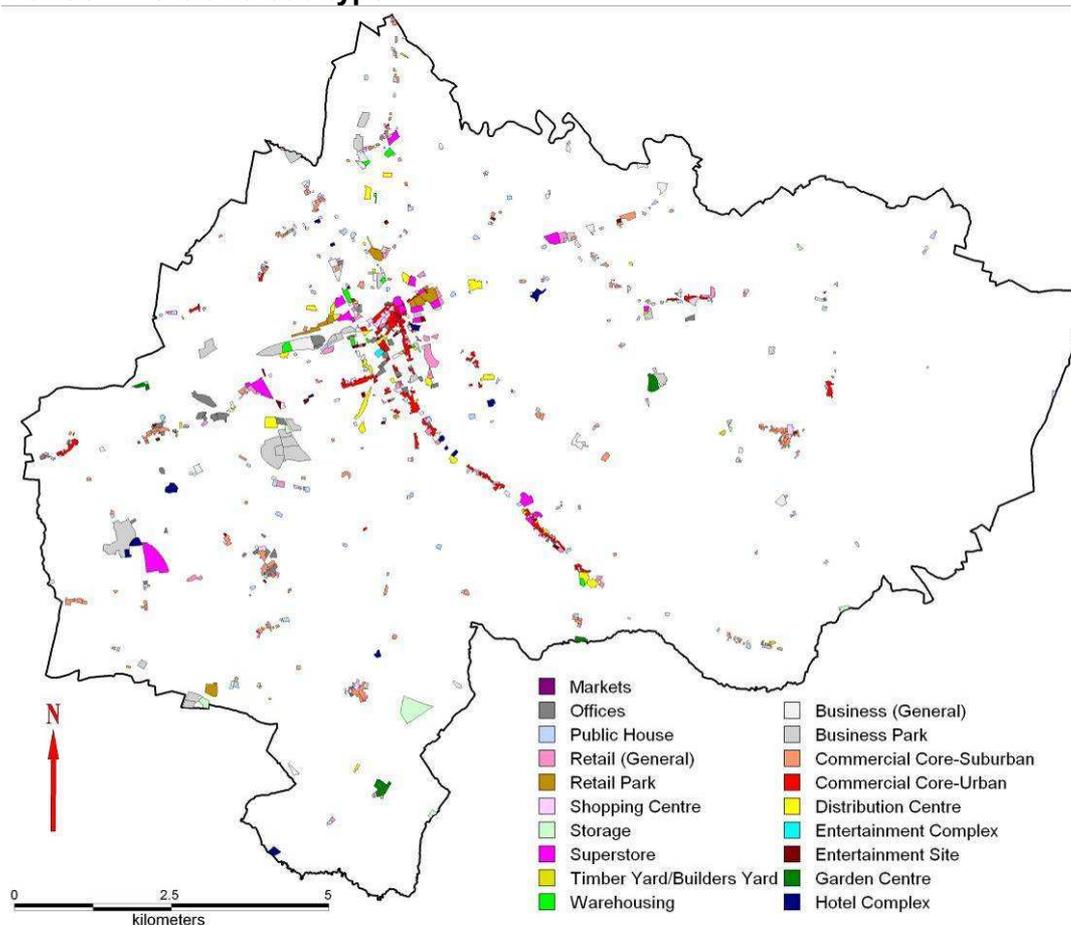


Figure 34 Map showing the distribution of Commercial HLC types in Stockport

Definition of the broad character type

The Commercial Broad type represents 4% (5.03km²) of the total area of Stockport. The type is diverse, covering many kinds of business premises, ranging from groups of historic shops and pubs at the heart of early settlements through to warehouses, distribution centres, large modern supermarkets and retail parks. The type also includes large-scale leisure developments and hotel complexes, and other businesses such as builders' yards.

Five principal groups of Commercial HLC types were identified within the borough of Stockport:

- Retail parks, Superstores, Shopping centres and Entertainment complexes
- Business Parks, Distribution centres, Warehousing (modern) and Storage sites
- Commercial cores (urban and suburban), Markets, Public houses, Hotels and Entertainment sites
- Retail (general), Business (general) and Offices
- Other Commercial HLC types

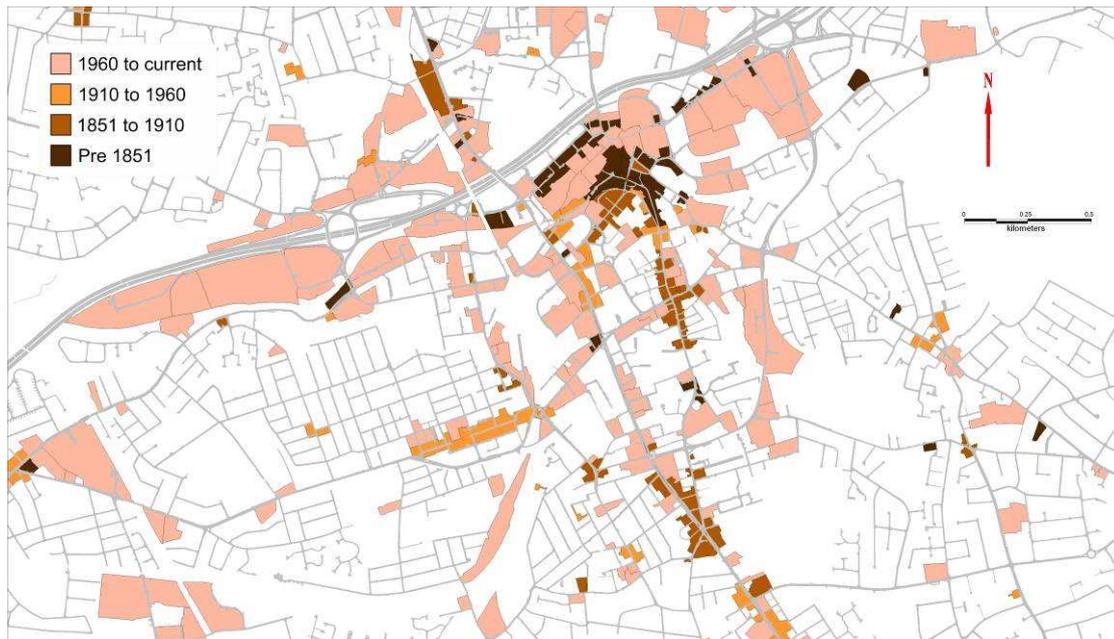


Figure 35 Map showing the distribution of Commercial HLC types in Stockport town centre by period of origin

Place name evidence suggests that a market may have been present in the town of Stockport before 1086. However, the town was not granted formal market status until 1260. It was also granted borough status at about this time. Stockport thus became the district's most prominent town and commercial centre. The borough charter allowed burgage plots to develop and allowed the rise of merchant classes. Burgage plots held houses, warehouses, shops and workshops. Local mercantile interests were many and included the export of wool and textiles. The commercial aspect of Stockport influenced the town's layout and appearance. The town probably had many timber-framed houses fronting onto the streets, with warehouses and workshops to the rear. The market lay at its heart.

Textile production and trade in the early post medieval period contributed to the commercial success of the town and the district. By 1637, Stockport was described as a 'populous and great Market Towne'. The town flourished as a market and commercial core. The fairs and markets still dealt in local produce, livestock and foodstuffs. Trade was regulated by the Market House, present by the late 17th century. Shops were frequently mentioned in the 16th and 17th centuries. They dealt in such commodities as weapons, cutlery, books, haberdashery, groceries and clothes. Large mercantile warehouses were also present. The town was well served by inns and beer houses. Some buildings from this period still survive in the town.

During the 17th and 18th centuries population levels in rural areas were also rising. Rural industries were becoming more diverse and of greater economic significance. Settlement tended to nucleate around industrial sites. Dedicated industrial workers no longer engaged in food and craft production required an economic and social infrastructure. This encouraged the growth of new rural settlement with shops, warehouse and inns. Cheadle was the second largest town in the district during this time.

In the early 19th century industry underwent massive expansion in the Stockport area. Between 1779 and 1841 the population rose from 5000 to an estimated 28,431. New

settlement centres and vast gridiron developments of workers' housing grew, with mills at their heart (Plate 43). Transport innovations also allowed for the development of suburban areas, including those at Hazel Grove and Cheadle. Commercial properties were integral to both new and expanding settlements. Development ranged in scale from local beer houses and corner shops to developed high streets with hotels and parades of shops. The 19th century was also the time of working class cooperative societies, who organised trade, built shops and invested in local infrastructure.

Stockport's core became massively redeveloped during the mid to late 19th century. Working and middle class consumerism encouraged trade. Shops, trade halls and retail warehouses were constructed in formal Victorian styles (Plate 40). Stockport's market place was improved at this time (Plate 44). Communications and commerce were closely linked. The canal basin at Lancashire Hill, for example, developed a small urban core consisting of warehouses, commercial yards, houses and shops. Canal warehouses and yards were also present at Marple Locks. Several railway goods stations and railway warehouses were constructed in the district (Plate 41). Stockport remained the area's commercial core for both mercantile and retail interests.

The two World Wars and the collapse of the British textile industry had an impact on the development of Stockport during the early 20th century. Although some commercial development did continue during this period (Plate 46), local economies went through a phase of decline. After the Second World War there was an economic recovery, and redevelopment significantly altered the appearance of many parts of Stockport. Large mid to late 20th century developments within the town included a new market hall and construction of the Merseyway precinct, which culverted the River Mersey and replaced early 19th century urban development (Plate 49). High-rise offices have become more prevalent on the Stockport skyline (Plate 50). The former industrial Park Mills and Great Portwood Street areas have recently been redeveloped with industrial estates and large-scale retail outlets. Despite this modern redevelopment, parts of Stockport's historic core demonstrate a high degree of historic preservation.

Smaller commercial cores were also redeveloped, often in a piecemeal fashion. This is particularly the case with earlier commercial ribbon development, such as along London Road. The decline of the rail system in the later 20th century and the increased reliance on road freight and personal transport has allowed modern commercial development to move away from urban cores. Interwar and early post-war housing schemes created new suburban areas. These often included small commercial cores with pubs and parades of shops (Plates 47 & 48).

In the last forty years many superstores, large business parks and retail parks have developed on urban fringes. These are large-scale developments which utilise low-value agricultural land or former industrial sites. Developments tend to occur near arterial routes and consist of medium to large-scale sheds and yards.

HLC type	Area covered by HLC type (km ²)	% of area represented
Commercial core-suburban	0.46	9
Offices	0.36	7
Commercial core-urban	0.49	10
Entertainment site	0.07	1
Retail (general)	0.36	7
Superstore	0.43	9
Public house	0.34	7
Business park	0.87	17
Business (general)	0.48	9
Timber yard/builders yard	0.03	1
Hotel complex	0.15	3
Storage	0.18	4
Distribution centre	0.32	6
Warehousing	0.09	2
Retail park	0.19	4
Entertainment complex	0.01	<1
Garden centre	0.11	2
Shopping centre	0.10	2
Markets	<0.01	<1
Totals	5.03	100

Table 10 Area covered by the different Commercial HLC types

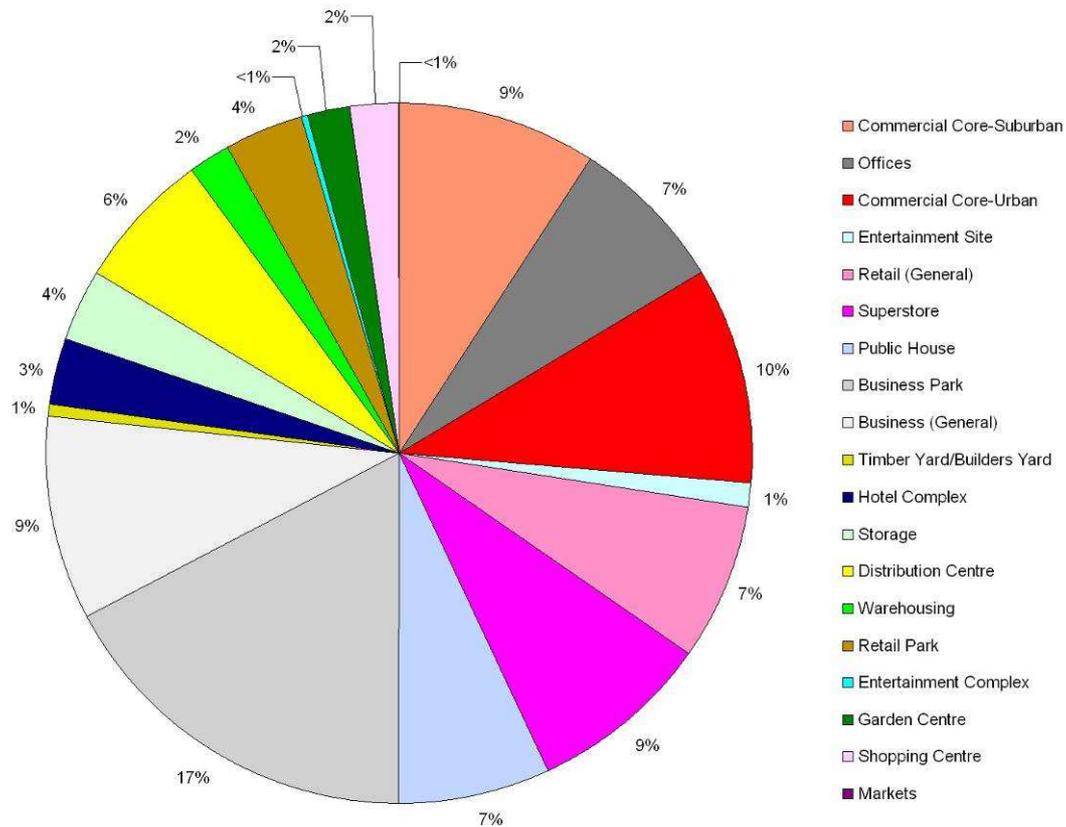


Figure 36 Pie chart showing the percentage of different HLC types making up the Commercial broad type in Stockport

7.9.1 Retail parks, Superstores, Shopping centres and Entertainment complexes

These combined categories form 15% (0.73km²) of the Commercial Broad type in the district of Stockport. The types represent medium and larger scale commercial developments that are open to the public. They predominantly date to the late 20th century. With the exception of shopping centres, these developments are generally constructed on low-value land at the fringes of urban development or on land with earlier industrial associations. Access to arterial routes, predominantly by road, is a determining factor in the positioning of these sites.

Three retail parks (represented by eight records) have been identified within Stockport. Most fall within commercial/industrial zones at the fringes of the Stockport urban core. All date to the late 20th or early 21st century. Retail parks form significant elements in the landscape. Character areas range in size from about 1 to 7 hectares. Previous land uses for these sites include terraced housing, gas works, textile mills, railway sidings and agricultural land.

Modern superstores are dispersed throughout the borough, with 21 identified during the survey. They are generally associated with areas of high-density housing and/or access to main roads. The sites ranged in area from less than 1 hectare to over 12 hectares. All contained large areas of car parks. There are concentrations in the Portwood area of Stockport and in other urban areas including Cheadle Heath, Cheadle Hulme and Hazel Grove. Previous land uses included a goods station and sidings, textile mills, and the borough cattle market. Sainsbury's off Wilmslow Road, Cheadle was built on former farmland.

Thirteen records related to shopping centres, which ranged in size from less than one to about four hectares. All of the shopping centres were constructed in the late 20th century. They are predominantly associated with commercial urban cores. Smaller examples may form suburban shopping precincts. The largest example is the Merseyway Shopping Centre (Plate 49). This was completed in 1965 and was one of the first shopping precincts in England. The area was totally remodelled for development of the centre. Mills, industrial works and terraces were demolished and the River Mersey was culverted. Smaller shopping centres are present at Edgeley, Cheadle, Kitt's Moss, Marple and Romiley. These are generally small-scale developments representing the late 20th century modernisation of urban cores.

Only one Entertainment complex was identified in the borough. This was a medium-scale cinema and leisure centre on Railway Road, Stockport, developed in the late 20th century.

Key management issues relating to Retail parks, Superstores, Shopping centres and Entertainment complexes

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for the survival of archaeological remains relating to earlier occupation within undeveloped areas of sites such as car parks
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for the survival of boundary features relating to previous uses of sites
Historic landscape interest	<ul style="list-style-type: none"> • Significant impact on the landscape owing to the large scale of sites and individual buildings

Threats	<ul style="list-style-type: none"> • The construction of the large-scale commercial complexes represented by these character types usually results in the complete loss of previous historic character, either by the wholesale clearance of existing buildings and structures or by the transformation of former open ground • Construction of large-scale commercial complexes will have an impact on the setting of any historic buildings or areas in the vicinity
Opportunities	<ul style="list-style-type: none"> • The potential impact of proposed large-scale developments on the wider historic environment should be identified and assessed • Buildings identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Any new development should respect traditional local building styles and the historic distinctiveness of locations • Iconic modern structures that reflect particular aspects of their era of origin, including shopping centres and cinemas, may in the future be deemed worthy of record or preservation
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for large commercial developments, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance

- Listed Buildings
- Conservation Areas

7.9.2 Business Parks, Distribution centres, Warehousing (after 1950) and Storage sites

Business parks, Distribution centres, Warehousing (after 1950) and Storage sites combined occupy 29% (1.44km²) of the Commercial broad type in Stockport. This category represents larger scale trade-only developments dating to the late modern period (after the 1950s). They are frequently constructed on low-value land that was previously occupied by industry, housing or railway sidings. Access to arterial routes, predominantly by road, is a determining factor in the positioning of these HLC types. In Stockport there are concentrations around the Stockport core at Travis Brow, Chestergate, Yew Street, Portwood and Shaw Heath. Other significant developments included a trading estate on Bird Hall Lane at Cheadle, the Cheadle Royal Business Park in Cheadle Hulme, and elements of the Earl Road industrial estate at Stanley Green.

32 Business parks were recorded in the borough, all founded in the late 20th or early 21st century. They were generally constructed as part of industrial or commercial parks within existing urban areas. Almost exclusively, business parks reused previously developed land including former industrial sites, railway sidings and areas of terraced housing, forming clear zones with historical industrial and transport associations. Part of the route of the former Manchester and Ashton Stockport Branch Canal had also been redeveloped for this use. Only a small percentage of sites were constructed on former farmland.

The mid to late 20th century Warehousing and Distribution centre character types overlap, as many warehouses are used for both storage and distribution. The word 'Depot' on current mapping was taken to indicate the presence of a distribution centre. Modern distribution centres and warehouses often include large areas where lorries and other vehicles are parked. They have a similar distribution to business parks, favouring the reuse of earlier industrial and transport sites. Eight warehouses with a later 20th century (post-1950s) or early 21st century inception date were recorded, and 42 records related to distribution centres. Modern warehouses are predominantly medium to large-scale structures with good access to road communications.

Stockport's former historic warehouses were generally built on a small to medium scale and were more closely associated with individual industrial sites and/or with canals and railways. A good surviving example is the railway warehouse constructed in 1877 by the London and North Western Railway Company. The site includes contemporary office buildings. The structures are preserved but have probably been reused for a modern commercial function. Warehouses were recorded as a previous type at nine sites in Stockport. Three were mid-20th century warehouses associated with industrial estates. Others included 19th century warehouses associated with Stockport's commercial core and the Lancashire Hill canal basin.

'Storage' sites can be difficult to distinguish on mapping from other sites with unspecified commercial or business use, but can be distinguished from warehouses as they comprise a substantial open-air element. Thirteen storage sites were identified. These had a similar distribution to Distribution centres, but tended to be on a smaller scale.

Key management issues relating to Business parks, Distribution centres and Warehousing (after 1950) and Storage sites

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to 19th and 20th century commercial buildings and activities • Limited potential for the survival of archaeological remains relating to earlier occupation within undeveloped areas of commercial sites such as yards/hardstanding
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for standing buildings and structures of historic interest relating to various commercial uses and including historic docks and wharfs • Potential for evidence of earlier transport infrastructure, such as railway lines and tramways
Historic landscape interest	<ul style="list-style-type: none"> • Significant impact on the landscape owing to the large scale of sites and individual buildings • Large commercial sites are often associated with wider industrial landscapes
Threats	<ul style="list-style-type: none"> • Wholesale site clearance and redevelopment, resulting in total loss of historic character • Piecemeal redevelopment, leading to a gradual erosion of historic character • Alterations to the appearance of historic buildings, leading to the erosion of historic character • Alteration of historic settings by the inappropriate redevelopment of sites in the surrounding area • Older buildings can be costly to maintain or to upgrade for modern commercial use, and are therefore at risk of redundancy, leading to deterioration and eventually demolition
Opportunities	<ul style="list-style-type: none"> • The extent of surviving commercial sites with historic significance could be identified through a programme of assessment and building survey • Buildings identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Historic commercial buildings that have become redundant may be suitable for conversion into apartments or hotels or for other uses • Any redevelopment of commercial sites that does take place should take into account the wider social fabric of the surrounding area – new development should respect traditional local building styles and the historic distinctiveness of locations • The historic commercial heritage can be promoted as a focus for community-based projects

Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development affecting a historic commercial site, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic commercial sites should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
----------------------------	---

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.9.3 Commercial cores (urban and suburban), Markets, Public houses, Hotels and Entertainment sites

This category has been grouped to include the HLC types which make up the commercial landscape of towns and residential areas. It includes shops, public houses and markets in everyday use by local communities. It encompasses a range of character areas, from the large multistorey shops associated with Stockport's town centre to the small parades of shops and local pubs found within housing estates. Sites range in date from the 19th century to more recent development; the significance of these commercial HLC types within the landscape is not necessarily associated with antiquity. Planned 20th century housing developments are increasingly recognised as having historic relevance in their own right. Commercial cores, public houses and entertainment sites formed a part of these planned developments. Commercial cores (urban and suburban), markets, public houses, hotels and entertainment sites combined occupy 30% (1.51km²) of the Commercial broad type in the borough of Stockport.

The HLC types defined as Commercial urban and suburban cores represent a general mix of commercial premises that can include shops, cafes, public houses, hotels, small warehouses and commercial yards. A small number of non-commercial HLC types of insignificant scale may also have been included (for example residential properties interspersed within an overall commercial area, or perhaps a small surgery). 219 records were created for commercial core sites within Stockport borough, covering approximately 96 hectares. These frequently form clusters at the centre of urban cores or occur as ribbon development along principal routes. Typically the longer-lived commercial cores demonstrate only piecemeal preservation of original historic character, often with significant later additions. Such additions may range from alterations to shop fronts to the insertion of new buildings. The outlines of historic building plots are often preserved in modern plot boundaries. This tends to happen where redevelopment has been piecemeal rather than wholesale, where earlier patterns have not been swept away by large redevelopment schemes.

Stockport has always been the principal commercial core for the district. The name 'Stockport' possibly suggests the presence of a market in Old English. The town was granted formal market and borough status around 1260. Stockport flourished as a market town into the early post medieval period, with a regulated market hall which traded local produce, livestock and foodstuffs, as well as textile warehouses and specialist shops. The town was well served by inns and beer houses.

Developing rural economies influenced partly by the successes of the textile trade allowed satellite settlements to become more developed. Dedicated industrial workers no longer engaged in food and craft production required an economic and social infrastructure. This encouraged the growth of new rural settlement with shops, warehouses, inns and social institutes. Settlement and industry underwent massive expansion in the district in the late 18th and 19th centuries (Plate 42). New settlements such as Edgeley acquired their own commercial cores (Plate 43). Transport innovations allowed for the development of suburbs such as Hazel Grove and Cheadle. Suburban commercial development occurred as individual shops or pubs, parades of shops and ribbon development.

Commercial cores were integral to both new and expanding settlements. During the 19th and early 20th centuries many commercial cores in the region were transformed by new shops, warehouses, offices, hotels, trade halls, theatres and arcades. Stockport's market place was improved at this time (Plate 44), and some historic properties were rebuilt or refronted. The development of commercial cores continued into the early 20th century. Early 20th century innovations included the department store and the picture theatre. Cinemas were more numerous in the past than they are today (Plate 46).

Commercial cores lay at the heart of the social landscapes of the late 19th and early 20th centuries. This importance is perhaps reflected in the fact that rows of shops and public houses tend to survive where associated terraced houses and other development do not. However, these commercial cores tend to have been subject to intense piecemeal redevelopment. Victorian and Edwardian shop fronts may have been systematically modernised. In any row of commercial buildings originating in the late 19th century it is likely that some will have been physically altered at street level, or replaced altogether. Many of the shops forming the district's commercial ribbon developments have suffered from abandonment, insensitive modernisation or inappropriate conversion. Again, the erosion of historic character in these areas tends to be more unregulated and piecemeal.

Massive planned developments of social housing were built in the early and mid-20th century. Estates were designed to provide facilities for the newly created communities, with some including small parades of shops (Plate 48). Although there is debate about the success of such schemes overall, their commercial cores were typically representative of the architectural design of their time and, together with the estates of which they form a part, embody the philosophy of the mid-20th century urban design ethos.

It was observed that the greatest rate of change in the district has occurred in recent decades. Mid and late 20th century redevelopment transformed many parts of the Stockport town core. Developments included a new market hall and construction of the Merseyway precinct, which culverted the River Mersey and wiped out factories, mills, shops and houses. The Warren Street Area has also been radically transformed by modern commercial development. Despite all this modern redevelopment, some parts of Stockport demonstrate a high degree of historic preservation, particularly in the historic core. The current emphasis in this area is on restoration rather than regeneration.

The HLC project recorded two markets in Stockport district, both dating from the mid- to late 19th century. Stockport Market Hall had been built by 1862, to facilitate the historic market (Plate 44). A marketplace was present in Compstall by about 1875.

Three markets were recorded as previous types. The largest was the former Borough Cattle Market at Great Portwood Street, present by 1894. A small market was present on Lowe Street, Stockport, and an early 20th century cattle market was present at Marple Bridge. In some cases, the grain of the modern character was not fine enough to distinguish a market as a previous type.

131 records were made for public houses, although there are certainly many more sites than this. In addition to those large enough to warrant their own character areas, smaller pubs were also recorded as attributes of residential and commercial areas. The plot size for public houses was generally small, ranging from less than 0.1 to 0.6 hectares. There is a clear association between public houses and residential development, and many were also noted within commercial areas.

Around 81 of the recorded public houses dated to before 1910, of which 41 may predate 1851. Public houses and beer houses have a traditional association with historic settlement and early commercial cores. The 1830 Beer Act allowed any ratepayer to sell beer after paying an excise fee. This caused a revolution in pub building (Plate 45). Rural, town and terraced houses were converted and new pubs were built. New workers' housing developments and commercial high streets would almost certainly include public houses.

Increasing brewery monopolies and new licensing restrictions subsequently caused a reduction in the number of pubs. Other consequences, however, were an improvement in quality and a formalisation of pub design. Late 19th century pubs evolved into lavish tile-clad buildings which became an integral part of the commercial landscape in Stockport. Many fine examples of late 19th and early 20th century pub architecture survive. After the urban renewal of the late 20th century, it is common for historic pubs to have survived amongst modern development, their original context lost.

Pub construction continued into the 20th century, with pubs being built as part of planned urban and suburban developments. At this time they were predominantly built in a formal style (Plate 47). Many of these estate pubs are still in use. Around

30 public houses identified in the study dated to the late 20th century. New pubs have lost the traditional saloon bar, public bar and lounge plan, tending to be more open. Designs have become more homogeneous. Some surviving historic pubs have suffered from insensitive modernisation.

A recent tendency has been for pub chains nationally to adapt redundant buildings. Many former halls and churches have been preserved in this way.

Fourteen hotels were recorded in the borough, all dating to the late 20th century. It is probable that hotels from the late 19th and early 20th centuries, a time which saw a boom in hotel building, are also present in Stockport but form integral parts of commercial urban cores. Modern hotels may also be present within larger commercial character areas. Some former historic hotels may have been preserved through conversion for other uses.

23 Entertainment sites were identified in the district. The type predominantly consists of purpose-built commercial clubs of the late 20th century, with at least one casino, one theatre and a bingo hall. The earliest recorded example is the Savoy Cinema on Heaton Moor Road, which opened in 1923. Another site is the Stockport Plaza Cinema, built in 1933, which is typical of the many contemporary picture houses of the district (Plate 46). This cinema is included as part of a Commercial Urban Core character area. Nineteen entertainment sites were recorded as previous types. These included former theatres, cinemas, social clubs, and an early 19th century pleasure garden.

Key management issues relating to Commercial cores (urban and suburban), Markets, Public houses, Hotels and Entertainment sites

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for complex surviving archaeological remains relating to medieval and post medieval settlement
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for standing buildings of historic interest, including shops, markets, cinemas, and purpose-built post offices, public houses and banks • Potential for building frontages of 20th, 19th or even 18th century date to hide earlier structures
Historic landscape interest	<ul style="list-style-type: none"> • Potential for the preservation of early street layouts, and the outlines of historic building plots
Threats	<ul style="list-style-type: none"> • Piecemeal redevelopment, leading to a gradual erosion of historic character • Alterations to the appearance of historic buildings, including the removal of fixtures and decorative elements, leading to the erosion of historic character • Highway works can impact on the character of traditional streets • Alterations to historic street layouts • Alteration of historic settings by the inappropriate redevelopment of sites in the surrounding area • Successive redevelopment in urban areas is very likely to have damaged or caused the removal of some archaeological layers or deposits

<p>Opportunities</p>	<ul style="list-style-type: none"> • Buildings and areas that are of historic significance could be identified through a programme of desk-based study and systematic building survey • Buildings identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Historic street patterns and pedestrian routes should be retained • Historic plot outlines and the fabric of surviving early boundaries should be retained • New development should respect traditional local building styles and the historic distinctiveness of locations • Where redundant historic buildings are affected by development proposals, they can potentially be retained and converted for modern uses • The historic urban heritage can be promoted as a focus for community-based projects
<p>Management recommendations</p>	<ul style="list-style-type: none"> • Historic commercial cores should be seen as primary areas for conservation-led regeneration • Well-preserved historic commercial cores that are not currently designated as Conservation Areas should be considered for designation • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and maintaining identity of street frontages • Careful consideration should be given to the siting and extent of car parks and other areas of hardstanding, particularly where the historic urban grain would be sensitive to the unprecedented opening up of large open 'grey' areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development that affects historic commercial buildings, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological

	<p>potential and for the preservation in situ or recording of any archaeological deposits that are encountered</p> <ul style="list-style-type: none"> • Awareness of issues relating to the importance of historic commercial cores and related buildings should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	--

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.9.4 Retail (general), Business (general) and Offices

There are 250 HLC records for the Retail (general) and Business (general) HLC types, covering an area of 84 hectares (16% of the Commercial broad type). The Business (general) type mainly comprised garages (for car repair; filling stations were classified as 'Retail') and children's nurseries. Scrap yards and miscellaneous business units were also noted. The type includes sites with a mixed commercial function, and sites where the exact nature of the business could not be identified. Sites characterised as Retail (general) mainly comprised short rows of shops, small local shopping precincts, filling stations and car sales sites.

Whilst some sites comprise new-build premises, there are also sites in Stockport where former industrial or commercial buildings have been reused for modern general business purposes. Reused buildings include chapels, houses, warehouses and former industrial works. Many of the larger buildings have been subdivided to provide accommodation for a number of small businesses which may be diverse; individual sites may include companies involved in light industry, trade and distribution. This reuse of industrial buildings for generally non-industrial purposes reflects the decline of the manufacturing industries in the 20th century. The finding of new uses for redundant mills rather than redeveloping sites plays an important part in maintaining some of the historic character of former industrial areas.

The Retail (general) and Business (general) HLC types are predominantly late 20th to early 21st century in date, although examples from the late 19th to early 20th century were also present. Earlier examples predominantly comprise rows or groups of shops. Car sales/services and children's nurseries proliferated in the later 20th century. Both categories tend to cluster around the principal town core of Stockport and smaller commercial cores such as Reddish Green, Heaton Chapel and Kitt's Moss. They also occurred as ribbon development, particularly along Buxton Road. The scale in both cases is predominantly small to medium.

186 records relating to offices were identified during the characterisation exercise, although this identification is not always certain due to the lack of annotation of some buildings on modern mapping. 'Offices' in the district are predominantly located around Stockport town centre, where they form a dominant presence on the skyline (Figure 50). They also occur elsewhere, with clear associations with other commercial HLC types. The scale of such developments is generally small to medium (less than 0.1 to 1.4 hectares). Generally most were multistorey new builds,

although some offices represent conversions of older buildings, including houses and schools. None were present (or were in use as offices) prior to the mid-20th century.

Key management issues relating to areas of Retail (general) and Business (general) and Offices

Below-ground archaeological potential	<ul style="list-style-type: none"> • In urban areas, potential for surviving archaeological remains relating to medieval and post medieval settlement • In suburban or rural areas, limited potential for surviving archaeological remains relating to agricultural activity and other occupation predating 20th century development
Above-ground archaeological potential	<ul style="list-style-type: none"> • Limited potential for standing buildings of interest dating from the 19th and 20th centuries, including shops, offices and other business premises, forming part of the social and architectural history of localities
Historic landscape interest	<ul style="list-style-type: none"> • Parades of 20th century local shops may form part of a wider landscape of contemporary private or social housing
Threats	<ul style="list-style-type: none"> • Buildings that do not stand out as examples of attractive, high-quality architecture, particularly those of 20th century date, may nonetheless be of social interest. However, where these are not recognised as being of special interest they may be vulnerable to demolition without record • Where shops or businesses form part of an area of housing, they may be vulnerable to clearance and redevelopment as part of wider regeneration projects • Successive redevelopment in urban areas is very likely to have damaged or caused the removal of some archaeological layers or deposits
Opportunities	<ul style="list-style-type: none"> • Buildings and groups of buildings that are of historic or social significance could be identified through a programme of desk-based study and systematic building survey • Buildings identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • New development should respect traditional local building styles and the historic distinctiveness of locations
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there

	<p>should be enhancement through positive management, including restoration where appropriate, and protection through the planning process</p> <ul style="list-style-type: none"> • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and maintaining identity of street frontages • Careful consideration should be given to the siting and extent of car parks and other areas of hardstanding, particularly where the historic urban grain would be sensitive to the unprecedented opening up of large open 'grey' areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development that affects historic commercial buildings, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Where good, representative examples of local shops and small-scale offices of the 20th century are affected by development proposals, recording of the site at an appropriate level, such as a photographic survey, should be considered • Awareness of issues relating to the importance of historic commercial premises should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

7.9.5 Other Commercial HLC types

Timber yards/builders' yards and Garden centres represent around 3% of the total commercial area in Stockport. 14 timber yards and builders' yards were recorded; all were mid to late 20th century. Some other kinds of commercial yards may also have been included in this category. Some commercial yards reused earlier buildings.

37 timber or builders' yards were recorded as a previous type, most dating to the late 19th to early 20th century. Some 19th century commercial yards had associations with railways and canal basins.

Four garden centres were recorded in the Stockport district, all dating to the late 20th century.

7.10 Communications broad type

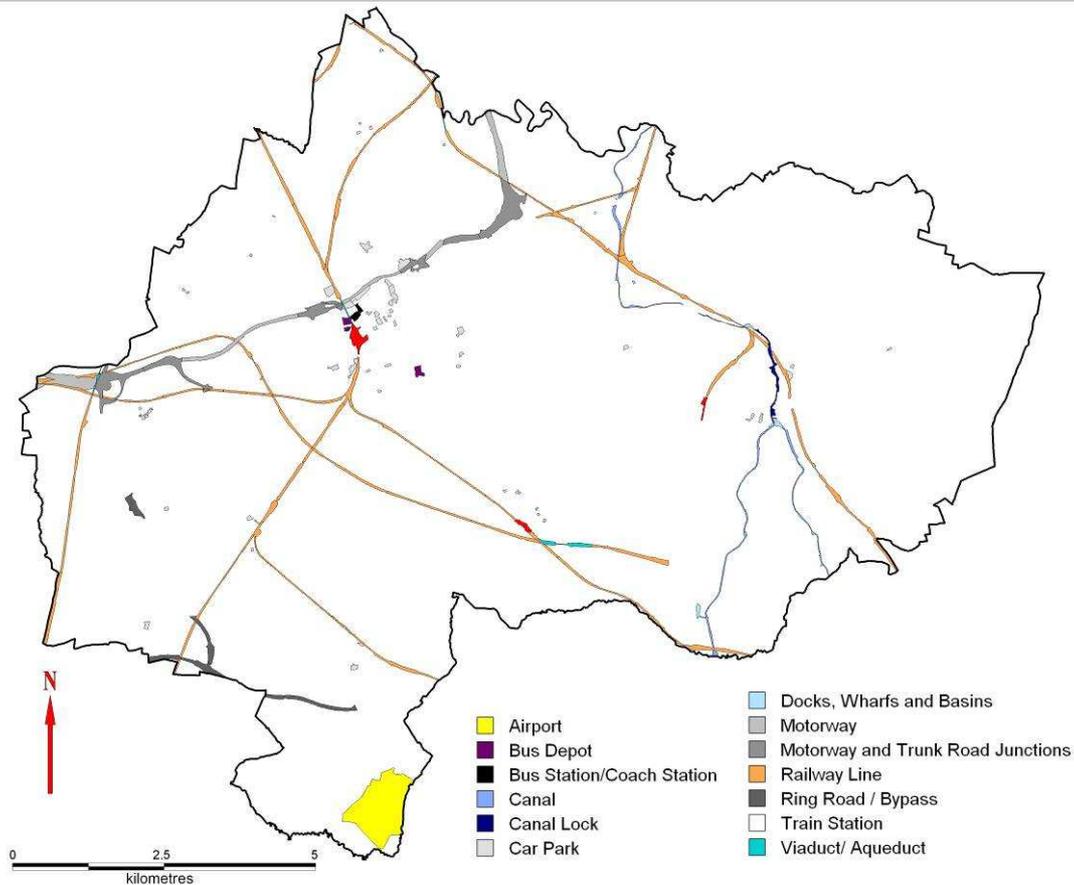


Figure 37 Map showing the distribution of Communications HLC types in Stockport

Definition of the broad character type

Transport has had a significant impact on the landscape in the 19th and 20th centuries, with road travel especially having a major impact in the second half of the 20th century. This broad type includes major linear features relating to communication and transport such as roads, railways and canals. The main nodes linking these, such as railway stations, transport interchanges, airports and roundabouts, are also included, together with facilities such as car parks, motorway services and railway depots. Smaller-scale but nonetheless historically important linear features such as turnpikes, packhorse routes and Roman roads have not been characterised, as this is beyond the scope of the current project.

HLC type	Area covered by HLC type (km ²)	% of area represented
Car park	0.31	6
Motorway	0.47	9
Railway line	2.26	41
Motorway and trunk road junctions	0.72	13
Ring road / bypass	0.29	5
Train station	0.1	2
Bus station/coach station	0.03	1
Canal	0.22	4
Docks, wharfs and basins	0.03	1
Airport	0.83	15
Canal lock	0.06	1
Bus depot	0.04	1
Viaduct/ aqueduct	0.06	1
Totals	5.41	100

Table 11 Area covered by the different Communications HLC types

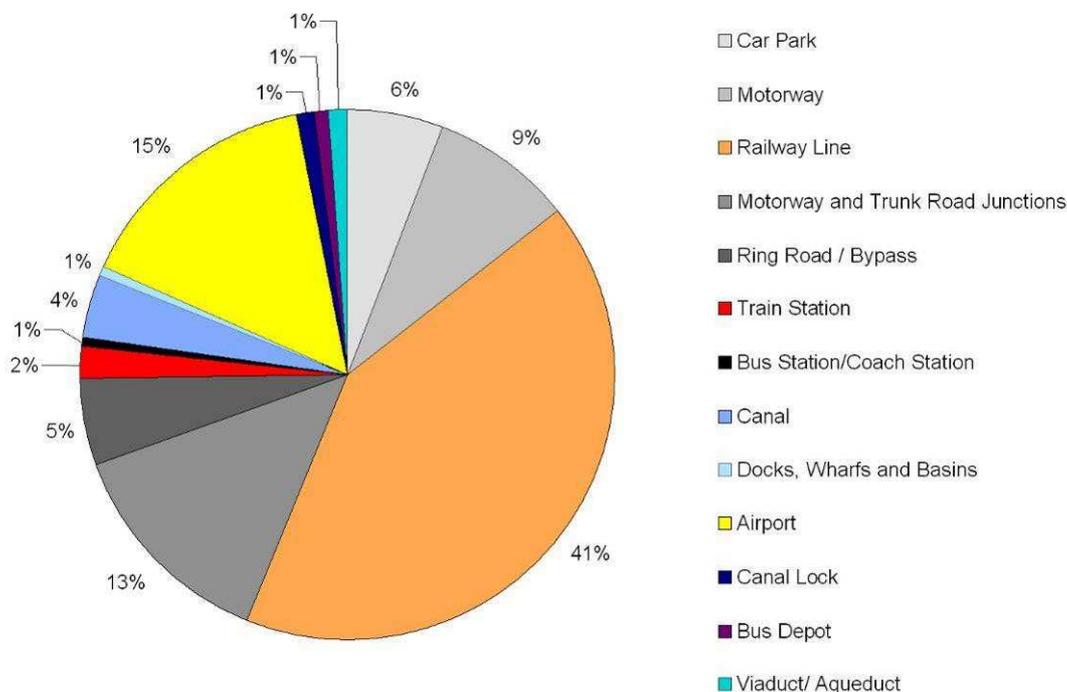


Figure 38 Pie chart showing the percentage of different HLC types making up the Communications broad type in Stockport

Occurrence of Communications HLC types

Within Stockport the Communications broad type covers 5.41km² of land, representing about 4% of the total area. Details are shown in Figures 37 and 38 and in Table 11. Four principal groups of HLC types relating to different aspects of the transport network were identified for detailed analysis on the basis of their presence in the landscape or their historical significance:

- Canals – Canals, Locks and Docks, wharfs and basins
- Rail – Railway lines, Train stations and Train depots/ sidings

- Roads – Motorways, Motorway–trunk road junctions, Ring road/ bypass and Car parks
- Airports

7.10.1 Canals and associated features

In contrast to the rise of road transport, there was a decline in the use of canals and, to a lesser extent, railways in the 20th century. Canals in Stockport today are restricted to the Goyt Valley area and comprise the Peak Forest Canal, which features the 16-strong flight of locks at Marple, and the Macclesfield Canal. The Stockport branch of the Manchester, Ashton and Oldham Canal was closed in 1962 and much of its former route has been built over.

The Peak Forest canal was constructed between 1794 and 1800. It connected with the Ashton Canal at Dukinfield and ran to Buxworth in Derbyshire. The canal was constructed in two sections which ended above and below Marple at Marple Lime Kilns and Marple Aqueduct respectively, with a height difference of 209 feet between the two sections. These were originally connected by a tramroad until the opening of Marple Locks in 1804. This flight of 16 deep locks raises the canal by the necessary 209 feet over a distance of one mile. Several of the locks had large pounds attached to create reservoirs to hold the water required to raise or lower the boats.

The Grade I listed Marple Aqueduct on the Peak Forest Canal was built across the steeply sided Goyt Valley in 1801 (HLC Ref HGM34914; HER Ref 154.1.0)

Several docks, wharfs and basins have been identified on the Peak Forest Canal. An area of basins and associated buildings, including Aqueduct House, is present between the lowest of the Marple Locks and Marple Aqueduct. The area also includes a Grade II Listed roving bridge. A further area of wharfs and a basin have been identified at the former Marple Lime Kilns site near Top Lock on the Peak Forest Canal; this includes the former canal company manager's house and a boat-builders' or apprentice house. The remains of a coal wharf are present on the Peak Forest Canal near High Lane in the south part of the district.

Several former wharfs were identified on the Peak Forest Canal at Romiley and Marple. These sites have been redeveloped, with current uses including early 20th century shops and late 20th century housing. At Romiley an area of former docks has been reused as a council yard for recycling and refuse collection; this site may still have features relating to the earlier docks (HLC Ref HGM35364).

The Macclesfield Canal, which was opened in 1831, joins with the Peak Forest Canal above Marple Locks near Top Lock and passes south through the district to Poynton and Macclesfield. An area of wharfs on this canal at Top Lock includes a canal warehouse and a tollhouse that are both Grade II Listed. The wharfs were previously more extensive, but the section to the west has been replaced by a mid 20th century garage (HLC Refs HGM35421 & HGM35364). The North Cheshire Cruising Club has its base in a basin on the Macclesfield Canal that includes a warehouse first seen on the OS first edition 6" map.

Some former canal warehouses are still present and have been discussed under the Commercial broad type (section 7.9 above).

The Stockport branch of the Manchester, Ashton and Oldham Canal opened in 1797. It left the main canal at Clayton, passed southwards through Gorton and Reddish and finally terminated at a canal basin on the top of Lancashire Hill on the northern side

of the Mersey. The canal had fallen out of use and was formally closed in 1962 (HER Ref 14192.1.0). Sections of this branch canal have been identified as previous types within the HLC project. The majority fall within areas now in Commercial use, with some industrial uses also present. Two commercial sites preserve the line of the former canal in their boundaries. These are a depot off Reuben Street (HLC Ref HGM38426) and a late 20th century warehouse at Herrod Avenue (HLC Ref HGM38428). The two areas with the greatest potential to contain below-ground features relating to the Stockport branch of the Manchester, Ashton and Oldham Canal are Houldsworth Park (HLC Ref HGM38110) and an area of regenerated woodland west of Greg Street (HLC Ref HGM38439).

Where canals have fallen out of use and become filled in they are often still visible within the landscape, particularly where their routes included embankments or cuttings, or features such as bridges or aqueducts. The routes of former canals are often reused as paths, or areas of water may be preserved as recreational features.

Key management issues relating to Canals, Canal locks and Docks, wharfs and basins

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for the survival of archaeological remains relating to canalside and riverside activity within former docks, wharfs and canal yards, including the footings of warehouses
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for the survival of 18th, 19th and 20th century structures such as lifting equipment, boathouses, and features that facilitated the use of horse-drawn canal boats • Potential for the survival of buildings associated with canals, such as lock-keepers' cottages • Bridges, cuttings, aqueducts and tunnels associated with canals represent examples of major civil engineering works, and may be of architectural and historic value
Historic landscape interest	<ul style="list-style-type: none"> • Canals can represent prominent linear features within the landscape
Threats	<ul style="list-style-type: none"> • Canalside features such as docks and wharfs are at risk of falling into disuse with the decline in the importance of canals for the transportation of goods and materials • The sites of canalside features and buildings are particularly at risk of redevelopment in urban areas where vacant land is at a premium, and as a result of government planning policies that favour the reuse of 'brownfield' sites • The loss of associated features and structures contributes to the erosion of the historic character of canals • British Waterways and English Heritage provide advice on sensitive and high quality development for canalside sites in 'England's Historic Waterways: A Working Heritage', BW and EH 2009
Opportunities	<ul style="list-style-type: none"> • Canals can be preserved as landscape features with a high amenity value • Good or rare examples of historic canal-related buildings or

	<p>structures that are not currently listed could be identified through a programme of desk-based study and building survey</p> <ul style="list-style-type: none"> • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Where redundant historic buildings are affected by development proposals, they can potentially be retained and converted for modern uses • New development should respect traditional local building styles and the historic distinctiveness of locations • Canalside locations can be attractive sites for new apartment blocks, and this can contribute to the promotion of canals as pleasant places to live and undertake leisure activities • The historic canal heritage can be promoted as a focus for community-based projects
<p>Management recommendations</p>	<ul style="list-style-type: none"> • The creation of new Conservation Areas should be considered for well-preserved stretches of canal with associated groups of historic buildings, structures and features • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where planning permission is granted for a former site of canal docks or wharfs, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road or canal networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages and canal docks or wharfs and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Awareness of issues relating to the importance of historic canals, docks and wharfs should be promoted and should feed into Local Development Frameworks,

A range of statutory protection is available for buildings and areas of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.10.2 Railway lines, Train stations and Train depots/sidings

Current railways and viaducts

The railways of Stockport district that are currently in use are largely concentrated in the western half of the district. Many originate in Manchester, including the principal lines in the district – these are the Manchester-Stockport-Crewe and Stockport-Macclesfield branches of the West Coast Mainline, which were originally part of the London and North Western Railway (LNWR). The other lines in the district connect Stockport and Manchester with Guide Bridge, Hyde, New Mills, Buxton, Altrincham and Manchester Airport. There is also a passenger line that terminates at Marple Rose Hill, and two freight lines that terminate at Bredbury and Hazel Grove Junction.

The majority of the railway lines still in use in Stockport were built in the late 19th century and were part of the LNWR. Others were part of the Cheshire Lines Committee network, the Midland Railway or the Sheffield and Midland Joint Railway. These later became part of the London Midland and Scottish Railway before becoming part of the British Rail network.

Eight viaducts have been identified within Stockport district. These are significant landscape features carrying the railways over natural obstructions such as steep river valleys, or elevating the railways in order to minimise their impact on the road system. Several of the viaducts are statutory Listed Buildings. The Mersey Viaduct in Stockport town centre is Grade II* Listed and forms an important landmark within the town; it remains one of the largest brick structures in Western Europe. It is also the earliest viaduct identified in the district, having opened in December 1840 (HLC Ref 35459).

Marple Viaduct is Grade II Listed and was built around 1865 on the Sheffield and Manchester Joint Railway. Goyt Viaduct, on the same railway line, is also Listed and is of a similar date. Other early viaducts include the Seven Arches Viaduct at Bramhall, built in 1842, and Woodley Viaduct, which opened in 1863.

Disused railways

Several other railway lines that passed through the Stockport area in the 19th and 20th centuries are no longer in use and have been dismantled. The routes of former railways are often still visible within the landscape, particularly where they included embankments or cuttings, or features such as viaducts. Dismantled railways in Stockport borough include the Great Northern Manchester, Sheffield and Lincolnshire Joint Stock Railway (Godley and Woodley Branch); the London and North Western Railway (Stockport Junction Line); the Manchester South District Line; and the Midlands Railway Line. Many of these are still visible as landscape features, in use as greenways or urban green spaces. Part of the former Cheshire Lines railway and the Sheffield and Midland Joint Railway Brinnington Branch line are now incorporated into Reddish Vale Country Park. The Macclesfield Committee Railway from Macclesfield to Marple Rose Hill Station is an area of urban green space.

Some sections of the railways that were built across the borough in the 19th and early 20th centuries have not have been characterised in their own right, as they are not always visible as landscape features or do not constitute discrete character areas. In some places they have therefore been noted as features or former features within larger landscape areas such as enclosed land or residential developments. Likewise the smaller, often short-lived railways and tramways associated with extractive and industrial sites have not been recorded. The disused railways of Stockport have thus not been comprehensively identified and mapped during the project.

Stations and sidings

Although there is a separate character type for railway stations, some of the smaller examples have been included within the polygons created around railway lines as they form an integral part of the railway line, and are often not large enough to have a significant impact at a landscape scale and thus merit the creation of a separate record.

Three stations have been separated out as current HLC types within Stockport. The largest station in the borough is Stockport Station on the West Coast Main Line, which connects the town with Manchester, Altrincham, Stalybridge, Buxton and New Mills Central. The station opened in 1843 and was rebuilt in about 1880-82; it is likely to have undergone some mid to late 20th century modernisation. Hazel Grove and Marple Rose Hill stations were established in the mid 19th century, but the original station buildings have been replaced in the mid to late 20th century.

Several stations have been recorded as previous types within Stockport district. Of these, Cheadle Station has been reused as a public house. Heaton Norris Station is now the site of a late 20th century probable commercial yard and the associated railway warehouse and office buildings have been converted for modern commercial use. Heaton Mersey station is partly covered by an area of low-rise flats and partly by an urban green space. Cheadle Heath station yard has been replaced by late 20th century low-rise flats, and Portwood goods station is now a car park.

There are no current areas of railway sidings or depots within the borough. However, 22 areas of railway sidings and depots have been identified as previous HLC types. Many of these were large sidings associated with goods stations, but there were also sidings associated with industrial works, such as those associated with the early 20th century Vauxhall Works, at Greg Street, Stockport (HLC Ref HGM38788), or the late 19th century sidings at the Silver Pan Fruit Preserving Works (HLC Ref HGM39172). These smaller sidings tend to have been characterised within the area of their associated works and may thus not have been recorded as a previous type in their own right.

There are no large goods stations present in the current landscape. However, these existed as previous types at eight locations within Stockport:

- Cheadle Station and Goods Yard;
- Gorton Road North Reddish (which retains the original goods shed);
- Manchester Road, Cheadle;
- Bredbury
- Woodley
- Heaton Norris Station
- Portwood
- the Midlands railway goods station and warehouse at Cheadle Hulme

The majority of these were present by the late 19th century and were associated with large areas of sidings.

Some former railway warehouses are still present, and have been discussed under the Commercial broad type (see section 7.9 above).

Many areas of disused railways and sidings have been redeveloped for a variety of uses, particularly commercial, residential or motorways, while several others appear to have been abandoned and have become areas of regenerated woodland or urban green space. Where sites have not been redeveloped, they have the potential to include archaeological remains relating to their previous land uses.

Railways and industrial development

Key industrial and commercial sites within Stockport that relied on the railways included cotton mills and industrial works, many of which had their own sidings by the mid 20th century. However, whilst there were many industrial sites in Stockport that were situated close to the railways, the distribution of such sites was much wider than the railway network as the canal and road networks also influenced the location of industry.

The loss of railways and railway sidings reflects the decline in the use of rail for the transportation of goods in the later 20th century as the road network increased in importance.

As well as transporting goods for industry, the railways played an important part in the leisure time of the residents of Manchester, creating easy access to the countryside for city and town dwellers. This impacted upon areas such as Marple Bridge. Train services to the area were increased during the late 19th century to cope with the rise in the numbers of visitors, who would go walking in the Marple countryside or visit the Roman Lakes.

Key management issues relating to Railways and associated areas

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for the survival of archaeological remains relating to rail infrastructure within former goods yards, depots and sidings, including turntables and the footings of goods sheds and engine sheds
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for the survival of 19th and 20th century railway-related structures such as stations and signal boxes • Potential for the survival of buildings associated with the railways, such as hotels and station masters' houses • Bridges, cuttings, viaducts and tunnels associated with railways represent examples of major civil engineering works, and some can be considered to be of architectural and historic value • Potential for the survival of embankments and other landscape features relating to disused railway lines • Potential for the survival of disused rails within industrial parks
Historic landscape interest	<ul style="list-style-type: none"> • Railways can represent prominent linear features within the landscape, particularly in flat areas, including former mossland, where embankments can be visible from great distances • Areas of railway sidings have distinctive, often triangular

	<p>shapes which can be preserved in the outlines of later developments such as car parks or residential estates</p>
Threats	<ul style="list-style-type: none"> • Architectural features of disused railway lines, including bridges and viaducts, can become derelict if not maintained • Where such structures are deemed unsafe or are removed this can lead to a loss of amenity where stretches of former railway lines that are in use as footpaths or cycle paths have to be closed to the public • The sites of former railways and sidings are particularly at risk of redevelopment in urban areas where vacant land is at a premium, and as a result of government planning policies that favour the reuse of 'brownfield' sites. The loss of associated features and structures results in the erosion of the historic character of railways
Opportunities	<ul style="list-style-type: none"> • Disused railway lines and their associated engineering or architectural features can be preserved as landscape features with a high amenity value as 'green' corridors • Where the routes of former railway lines are left undeveloped, this allows for the future option of reinstating routes as rail or tramways • Good or rare examples of historic railway buildings that are not currently listed could be identified through a programme of desk-based study and building survey • Buildings identified as being of historic or architectural significance, including examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Where redundant historic buildings are affected by development proposals, they can potentially be retained and converted for modern uses • New development should respect traditional local building styles and the historic distinctiveness of locations • The historic railway heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where planning permission is granted for a former site of railway sidings, depots, yards or a station, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Where good legibility of historic character exists, there should be enhancement through positive management,

	<p>including restoration where appropriate, and protection through the planning process</p> <ul style="list-style-type: none"> • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Awareness of issues relating to the importance of historic railways should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies
--	---

A range of statutory protection is available for buildings of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas
- Railway Heritage Act 1996 as amended by the Railways Act 2005

7.10.3 Motorways, Motorway–trunk road junctions, Ring roads/ bypasses, and Car parks

Roads with origins predating the mid 20th century generally have a lower impact on the landscape than modern dual carriageways and motorways. Major roads constructed in Stockport in the mid to late 20th century include the M60 motorway, the A34 Handforth bypass and the A555 Manchester Airport Eastern Link Road. The M60 was built in the late twentieth century and runs in a curve across the northwestern part of the district, joining with the M56 at the western edge of the borough.

Motorways and other roads created in the later 20th century cut across pre-existing landscapes, as the railways had in the previous century, forming prominent new features. In the borough of Stockport the new roads were mostly built across former Enclosed land, Private parkland or Unenclosed mossland, but areas of settlement were also affected, including Historic settlement and Commercial urban cores. At Stockport the M60, following the route of the mid to late 19th century Cheshire Lines Committee railway line, cut through an area of historic settlement on the outskirts of the town, as shown on the OS first edition 6 inch map of Lancashire.

The A34 Handforth bypass and the A555 Manchester Airport Eastern Link Road are both dual carriageways, built in the late 20th century at the south-western edge of the district near Woodford. Both were built across an area of enclosed farmland.

Car parks became features of the landscape in the second half of the 20th century. For the HLC, only large car parks independent of commercial or institutional establishments, or smaller car parks that could not be considered part of adjacent character areas, have been recorded as discrete areas in their own right. There will also be many smaller areas informally used for car parking, as well as small formal or private car parks that make up elements of the urban streetscape.

Many of the car parks identified in the borough represent former residential or industrial sites, and the majority are open-air sites rather than multistorey structures.

Since they have not been redeveloped, open-air sites have the potential to include well-preserved archaeological remains relating to previous land uses.

Three late 20th century multi-storey car parks have been identified. These are all located within Stockport town centre, and replaced late 19th to mid 20th century commercial and industrial sites.

Key management issues relating to Motorways, Motorway/trunk road junctions and Car parks

Below-ground archaeological potential	<ul style="list-style-type: none"> • High potential for the survival of archaeological remains relating to previous uses of the site in open-air car parks where there has been no associated new build • The construction of major roads is likely to destroy any archaeological remains present within the road corridor
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential within open-air car parks for the survival of boundary features relating to previous uses of sites • Bridges, flyovers, cuttings and tunnels associated with motorways and other roads represent examples of major civil engineering works, and some can be considered to be of architectural value
Historic landscape interest	<ul style="list-style-type: none"> • Major roads and large car parks have a significant impact on the landscape owing to their large scale and high visibility • Car parks can preserve distinctive shapes within the landscape, such as areas of disused railway sidings • New roads can cut across historic landscapes and can have a significant impact on historic settlement patterns and field systems, and on street layouts in urban or suburban areas
Threats	<ul style="list-style-type: none"> • Car parks may be temporary or more permanent features, with some temporary car parks representing the opportunist use of vacant sites. However, the sites of opportunist and planned car parks alike will represent areas where the historic character has been removed, often completely. This will involve the loss of historic buildings and, in some cases, the loss of existing street patterns • Construction of new major roads or the upgrading of existing roads will have an impact on the setting of any historic buildings or areas in the vicinity • New roads may have an impact on drainage and groundwater, and may introduce pollutants. This is particularly significant in mossland areas where reduced groundwater may desiccate below-ground organic archaeological remains • The principal threats to significant elements of road schemes themselves, including bridges and flyovers, are replacement or unsympathetic repair
Opportunities	<ul style="list-style-type: none"> • Where new car parks are created, historic site outlines and boundaries should be preserved

	<ul style="list-style-type: none"> • Buildings identified as being of historic or architectural significance that are affected by proposals for a new car park should be retained and reused whenever possible. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • The impact of a proposed road scheme on the historic environment can be mitigated by altering the route of the road to avoid known areas of archaeological deposits or areas of historic landscape significance • Sympathetic landscaping, involving the use of native species where trees or other vegetation are planted, can play a vital part in reducing the visual impact of new road schemes
Management recommendations	<ul style="list-style-type: none"> • Where planning permission is granted for new road schemes, conditions should be attached where appropriate to ensure that provision is made for the investigation of the archaeological potential of the road corridor and for the preservation in situ or recording of any archaeological deposits that are encountered • Any buildings of historic or architectural significance that may be affected by a proposed new road scheme or road improvement scheme should be identified through a programme of desk-based study and systematic building survey • Where creation of a new car park is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • The environmental conditions of archaeological remains can be a significant factor in their survival and continued preservation. Where possible, steps should be taken to ensure that environmental conditions that have resulted in the survival of below-ground archaeological deposits should be maintained

A range of statutory protection is available for buildings and areas of historic interest:

- Scheduled Monuments
- Areas of Archaeological Importance
- Listed Buildings
- Conservation Areas

7.10.4 Airports

Woodford Aerodrome was opened in 1924, replacing Alexandra Park Aerodrome in south Manchester as the airfield for the Avro aeroplane company. Here, the company undertook test flights. The site received components from factories at Newton Heath and Chadderton, and a works was built at Woodford itself in the 1930s. Woodford continued to be an important centre for the aeronautical industry throughout the 20th century, becoming part of British Aerospace (now BAE Systems) in 1977.

7.10.5 Other Communications HLC types

Two bus stations and three bus depots were also recorded in the district, all in Stockport town. These were:

- Stockport Bus Station, a large site dating to the late 20th century
- a mid-20th century bus station adjacent to the main bus station, built as part of Mersey Square
- two mid to late 20th century depots near the bus station, at Viaduct Street and King Street West
- an early 20th century depot at Charles Street

7.11 Water bodies broad type

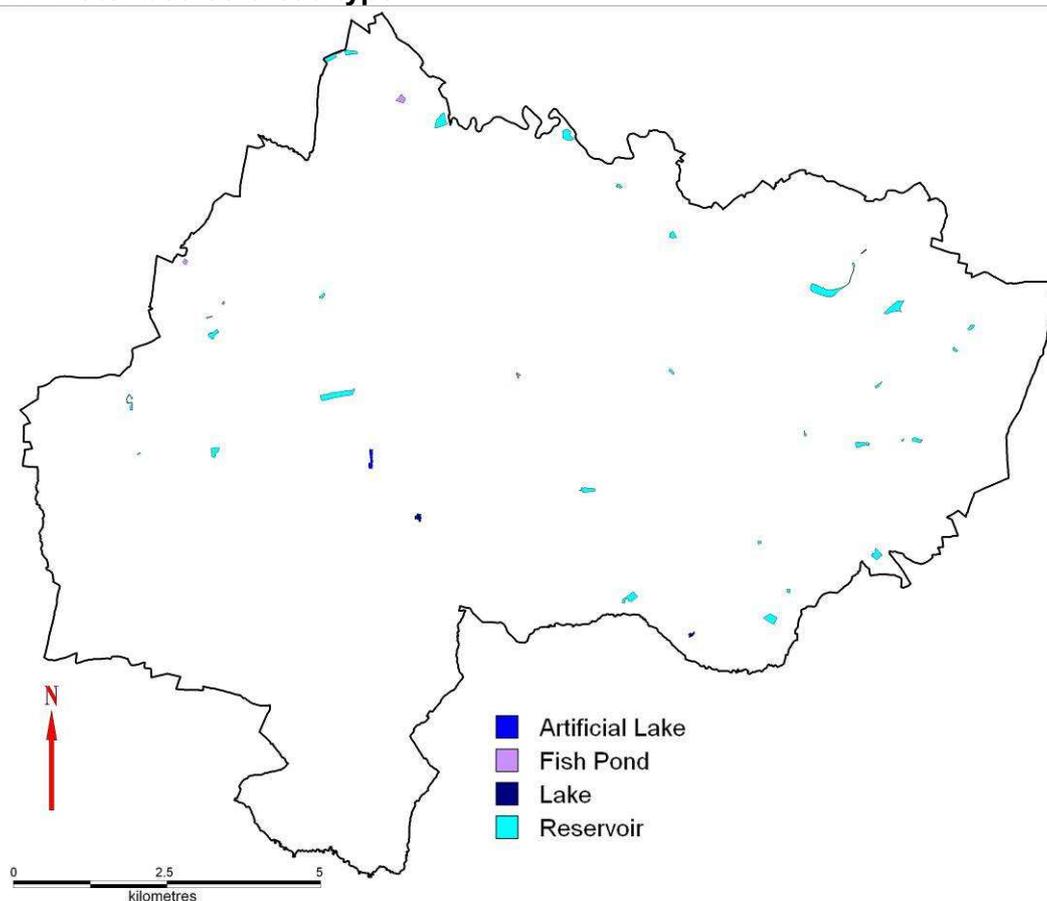


Figure 39 Map showing the distribution of Water bodies HLC types in Stockport

Definition of the character type

This HLC type includes large water bodies such as reservoirs and lakes, but not millponds. Where a reservoir is directly associated with an industrial site, for example a dye or printing works, and is situated within the same site or immediately adjacent, it has been included as part of the industrial area. Larger separate industrial reservoirs have been defined as character areas in their own right. The type does not include rivers or streams except where these have features that are directly associated with an industrial site, such as leats. Canals have been recorded as part of the Communications broad type.

HLC type	Area covered by HLC type (km ²)	% of area represented
Reservoir	0.37	88
Artificial lake	0.02	5
Fish pond	0.02	5
Lake	0.01	2
Totals	0.42	100

Table 12 Area covered by the different Water bodies HLC types

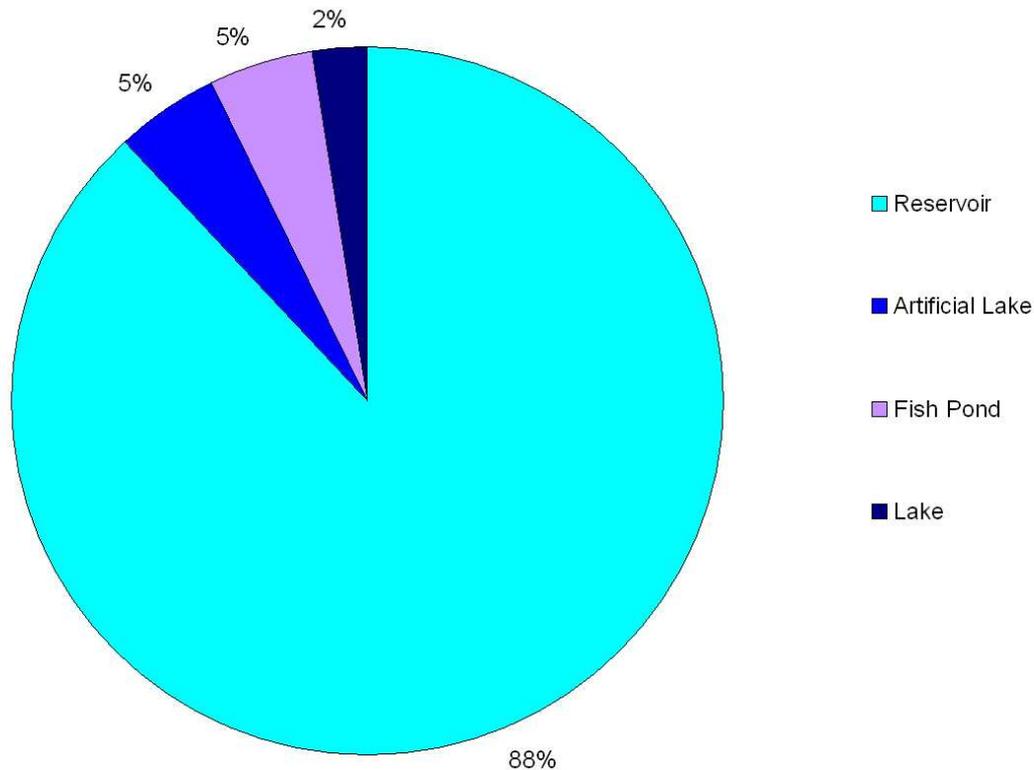


Figure 40 Pie chart showing the percentage by area of different Water bodies HLC types in Stockport

There are very few water bodies surviving as landscape features within Stockport.

7.11.1 Reservoirs

29 reservoirs were recorded in Stockport by the HLC. These make up 88% of all the water bodies identified in the district, covering an area of 0.37km². The majority originated in the mid 18th to late 19th centuries; four dated to the second half of the 20th century. Most appear to have been associated with industrial use rather than public water supply; no large corporation reservoirs were identified.

Many textile-related mills and other industrial sites included smaller reservoirs immediately adjacent to the buildings themselves. Where they survive, these have been characterised alongside their associated mills. Some sites include related water management features such as sluices, weirs and mill races. Industrial reservoirs vary in size but are generally quite small, sometimes with individual reservoirs built close together to form larger complexes.

The largest reservoir in the district is at Etherow Country Park, Compstall. This covers an area of about 5.78 hectares. It was created as an industrial water supply for Compstall Mills in the early 19th century and includes a leat drawing water from the River Etherow.

Two sites had early origins relating to manorial corn mills. A reservoir and associated weirs and sluices were recorded on the Micker Brook at the site of the manorial mill of Cheadle Bulkeley (HLC Ref HGM323). This was in existence by 1349 and was described in 1733 as comprising “three watertorne milne and milnes

the kiln sluices, dam and ware” (HER Ref 14118.1.0). By the early 19th century the mill had been replaced by Cheadle Bleachworks. A weir and sluices associated with Cheadle Higher Corn Mill, documented in the late 12th century, were also recorded (HLC Ref HGM399).

A mid to late 19th century covered reservoir is present near Wybersley Road. Three dating to the mid to late 20th century were also identified within the borough, but further examples may exist as smaller features within other character areas.

Significant numbers of reservoirs within the district have been lost in the 20th and 21st centuries, with ‘Reservoir’ being recorded as a previous type for 38 character areas. Several different current uses were recorded for former reservoir sites, including areas of commercial, residential and industrial development, and recreational uses. A few sites have regenerated as scrub woodland. It is also likely that many former industrial reservoirs will have been lost along with their associated mill complexes, large numbers of which have been recorded as previous types.

It is not clear whether any of the other reservoirs identified through the project are being used for water sports. Recreational use of water bodies is often informal and cannot always be ascertained from mapping or aerial photographs, although it can be inferred by the inclusion of reservoirs within parks and other larger recreational areas.

Key management issues relating to Reservoirs

Below-ground archaeological potential	<ul style="list-style-type: none"> • Where reservoirs have been created by excavation, any below-ground archaeological remains that may have been present will have been destroyed • Where reservoirs have been created by the flooding of low-lying areas or valleys rather than by excavation, any archaeological remains that may have been present will have been preserved beneath the reservoir
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for standing buildings and structures of historic interest, such as pump houses and structures housing equipment at the edges of reservoirs • Potential for the presence of water management features such as dams and weirs • Potential for the presence of the remains of post medieval settlement and other activity where the construction of corporation reservoirs involved the flooding of settled valleys
Historic landscape interest	<ul style="list-style-type: none"> • Large reservoirs are highly visible and have a significant impact on the landscape • Historic industrial reservoirs may form part of a wider contemporary landscape of mills and other industrial buildings, perhaps with associated workers’ housing and facilities
Threats	<ul style="list-style-type: none"> • The decline of industry in the region, particularly textile-related industry, has caused many reservoirs to become redundant

	<ul style="list-style-type: none"> • Backfilling of redundant reservoirs and the redevelopment of sites results in total loss of historic character
Opportunities	<ul style="list-style-type: none"> • The extent of survival of reservoirs with historic significance could be identified through a programme of assessment and survey • Buildings identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Where no viable use can be found and such buildings must be demolished, detailed recording should be carried out prior to any demolition works • Any redevelopment of former reservoir sites that does take place should take into account the wider social fabric of the surrounding area – new development should respect traditional local building styles and the historic distinctiveness of locations • Disused reservoirs can be reused as recreational facilities • The historic industrial heritage can be promoted as a focus for community-based projects
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, and carefully siting parking/loading areas • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for development affecting a historic reservoir site, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic reservoirs should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

7.11.2 Other water bodies

Eight water bodies other than reservoirs were recorded in Stockport during the project. Although classified variously as 'Lakes', 'Artificial lakes' or 'Fishponds', most of these probably had similar origins as clay extraction or marl pits. Three sites classified as Fishponds that were present by the mid-19th century could perhaps have been purposely created as ornamental features. A later (mid-20th century) fishpond was located in an area of earlier 20th century former clay pits in North Reddish. The largest pond or lake recorded is an early 20th century pond on an area of former clay pits associated with the Davenport Terra Cotta Brick and Tile Works. This covers about 1.46 hectares.

One artificial lake or pond was created in the mid to late 20th century on a naturally marshy or wet patch of ground near Whitebottom, Etherow.

7.12 Horticulture broad type

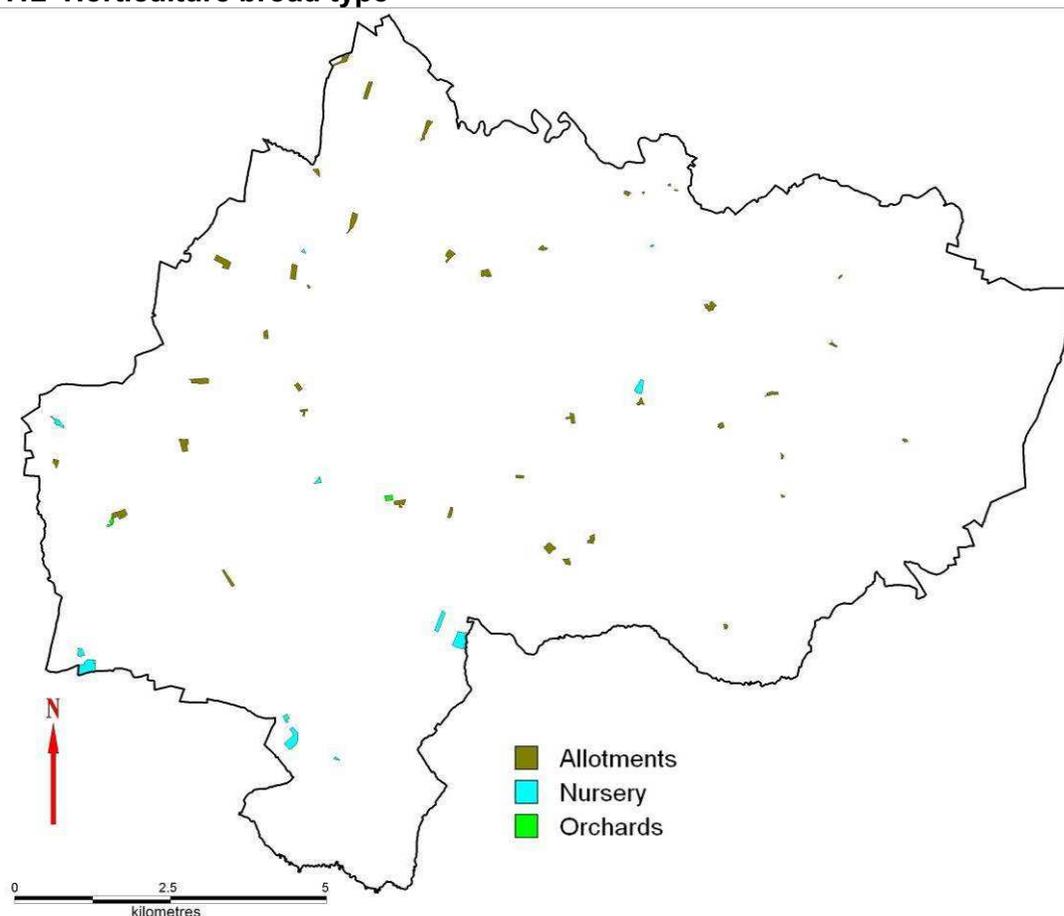


Figure 41 Map showing the distribution of Horticultural HLC types in Stockport

HLC type	Area covered by HLC type (km ²)	% of Horticultural land represented
Nursery	0.22	33
Allotments	0.42	64
Orchards	0.02	3
Totals	0.65	100

Table 13 Area covered by the different Horticulture HLC types

Occurrence of Horticulture HLC types

Horticultural use represents one percent of the total area of Stockport (an area of 0.65km²). The broad type is made up of three HLC types: Allotments, Nurseries and Orchards.

Two areas of orchards have been identified within Stockport. The earliest was present by 1839 and was associated with the 17th century or earlier High Grove Farm at Heald Green. The second site is a mid 20th century orchard at Davenport. Orchards were far more significant in the past landscape, with 97 sites totalling an area of 0.48km² being recorded as a previous type.

Nurseries make up 33% of the Horticultural land in Stockport; 12 records totalling an area of 0.22km² were recorded. These sites are found on former enclosed land, with the exception of Outwood Farm nursery, which is based on an earlier farm site. Areas range in size from 0.13 to about 7 hectares and generally include glasshouses;

most are fairly small, with ten covering less than 4 hectares. 'Nursery' was noted as a previous type at 67 locations, which were spread throughout much of the district. About three-quarters of these sites have since been redeveloped for housing.

Allotments are important as social historic landscape features, physical embodiments of an aspect of late post medieval English social history. They are also particularly important in the present day as green spaces within suburban and urban areas. 0.42km² of allotment gardens (42 records) were recorded as a current landscape character type in Stockport during the HLC. Ten of these sites date from before 1955. However, at least 155 allotment sites or parts of sites (1.35km²) have been lost in the later 20th and 21st centuries, predominantly to new housing developments.

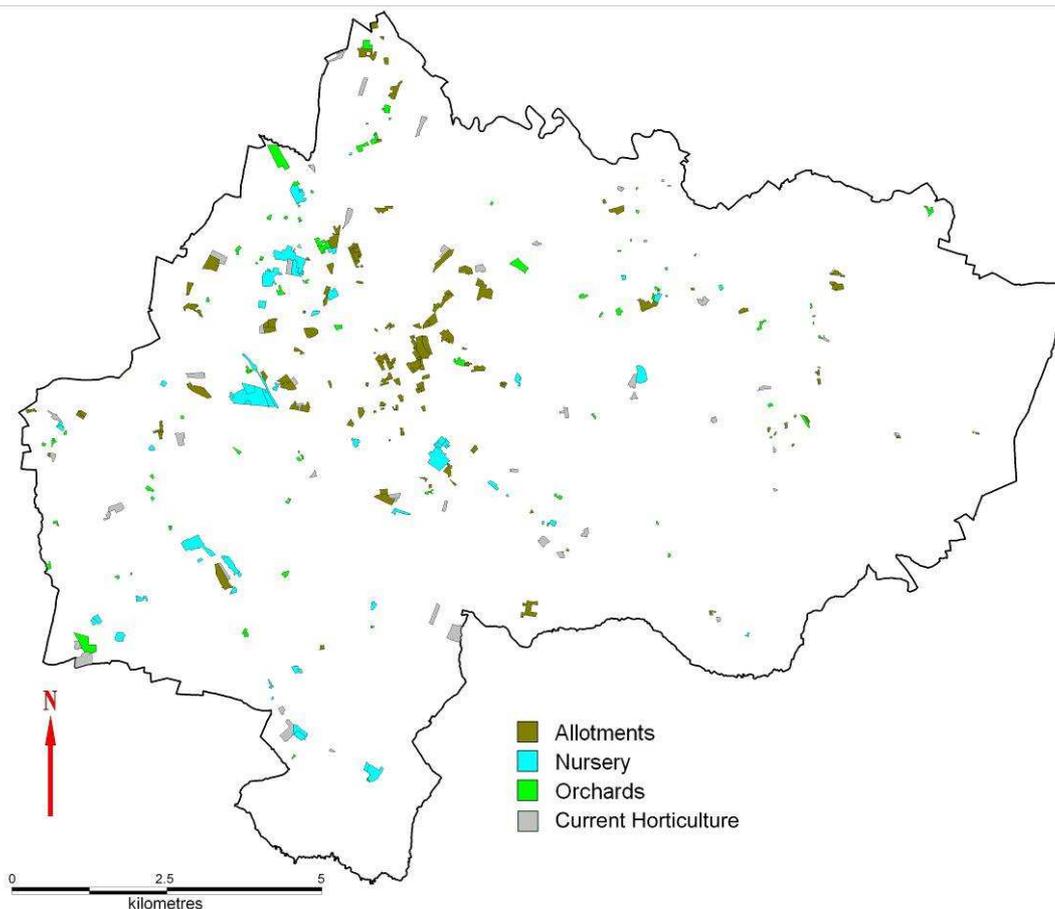


Figure 42 Map showing the distribution of different Horticultural HLC types previously, and Horticulture as a current broad type overall

HLC type	Area covered by HLC type (km ²)
Horticulture as current type	0.65
Previous Allotments	1.35
Previous Nursery	0.99
Previous Orchards	0.48
Total	2.90

Table 14 Area covered previously by the different Horticultural HLC types, and current Horticulture overall

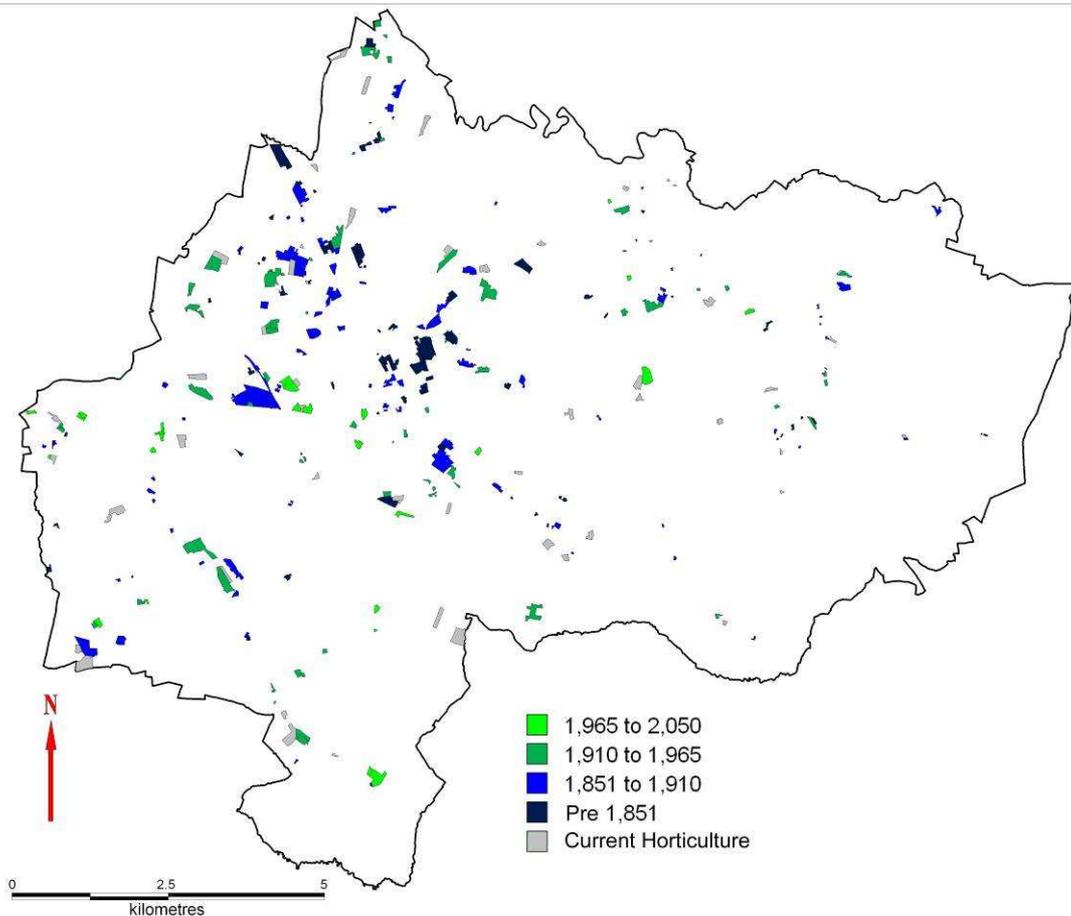


Figure 43 Map of Horticulture as previous type by date of origin

It is probable that in the early 19th century the provision of land for the labouring classes took the form of cottagers' plots or field gardens. Land was provided by Act of Parliament to poor houses and charitable trustees (General Enclosure Act of 1801), to compensate for the loss of common land through enclosure in the 18th and 19th centuries.

Land allotment frequently faced hostility from the land-owning classes (Crouch and Ward 1997). The passing of the Allotments Act of 1887 enabled local sanitary authorities to acquire land by compulsory purchase, and marked the end of lengthy struggles and campaigns by reformers. The Small Holdings and Allotments Act of 1908 created a responsibility for local councils to provide allotments. It appears that most of the allotments recognised in this study post-date the passing of this Act. Many have clear associations with the larger-scale social housing developments of the interwar and post-war periods. Horticultural plots that were laid out prior to this date have also been recorded during characterisation as allotment gardens. Although some of these areas were never annotated as allotments on mapping, others were.

Key management issues relating to Horticultural sites

Below-ground archaeological potential	<ul style="list-style-type: none"> • Potential for surviving archaeological remains relating to agricultural activity and other occupation predating 20th century horticultural use
Above-ground archaeological potential	<ul style="list-style-type: none"> • Limited potential for standing buildings of historic interest at nursery sites, including glasshouses • Potential for extant or relict historic boundaries relating to earlier agricultural use of horticultural sites, including hedges, drystone walls, ditches and banks
Historic landscape interest	<ul style="list-style-type: none"> • Allotment gardens, generally for food crops but also as detached pleasure gardens, developed in England from the late 18th century onwards, their number accelerating with the increasing urban population • Allotment gardens often represent integral elements of late 19th and early 20th century industrial villages and local authority suburban housing estates • Allotments represent the embodiment of an aspect of social history • Nurseries can be distinctive landscape features, often with extensive areas of glasshouses • The growth of nursery sites on former farmland close to expanding towns and suburbs and close to new transport routes can also be seen as the development of a new commercial landscape • Orchards and nurseries may have historic associations with farms or large houses
Threats	<ul style="list-style-type: none"> • Development pressures can lead to the piecemeal loss of allotment gardens in urban and suburban areas • Orchards and nurseries also tend to be lost with the expansion of urban areas • The glasshouses and sheds typically associated with horticultural sites tend to be insubstantial and may have a relatively short life-span. When cleared or replaced, they may leave very little evidence in the archaeological record
Opportunities	<ul style="list-style-type: none"> • The extent and historic significance of nurseries, orchards and allotment gardens could be identified through a programme of desk-based assessment and evaluation • Where new development is proposed for the former site of a nursery, buildings and structures that are considered to be of historic interest should be recorded, or preserved in situ if possible • Allotment gardens should be retained wherever possible, both for their landscape value as features of 20th century suburbs and for their amenity value as areas of green space • Relict boundaries can be restored or reinstated to enhance the legibility of historic landscapes • The characteristic design features of former orchard sites,

	<p>such as shelter belts, regular tree layouts and access tracks, block planting of tree types and possibly surviving old fruit trees, should be retained within any new development as they represent elements of the historic origins and character of such sites</p> <ul style="list-style-type: none"> • New development on former horticultural sites should respect traditional local building styles and the historic distinctiveness of locations
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for redevelopment of a horticultural site, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of horticultural areas should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

There are a range of designations which offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders
- Changes to land management regimes can be approached through Farm Environmental Plan Schemes and land stewardship agreements

7.13 Military broad type

Land in Military use represents less than one percent of the total area of Stockport (an area of 0.03km²). Three sites have been identified as current character areas within the district. These comprise:

- a TA centre at Greek Street, Stockport, which originated as the Stockport Volunteer Rifle Armoury and Drill Ground in 1861-2
- the mid to late 20th century 1084 squadron ATC Hall in South Reddish
- a mid to late 20th century Air Cadets hall in Cheadle

A number of other Military sites were present in the district in the past, including 20th century wartime sites and some much earlier features. Two historic fortified sites were recorded within the Residential broad HLC type. These were an Iron Age hillfort at Mellor, and the medieval Stockport Castle. The site of the hillfort is now occupied by St Thomas' Church (HLC Ref HGM36378) and the adjacent Old Vicarage (HLC Ref HGM36397).

Stockport Castle, sited at Castle Yard in Stockport, dated from at least the twelfth century and was a focal point of the town; the Court House, police offices and the County Lock-up were built in the same area. Its site is now occupied by late 20th century shopping developments and little trace of the castle remains (HLC Ref HGM34532).

Hall Street Barracks, a 19th century barracks block dating to 1822, was present within Stockport town. The site was redeveloped in the mid-19th century as Victoria Park, an area of high-status terraced housing and detached villas in a formal parkland landscape. Towards the end of the 20th century the villa parkland was replaced by high-rise and low-rise flats.

An early to mid-20th century drill hall was identified that is now in use as a community hall at Brook Road, Stockport.

The most significant military land use in Stockport occurred in the south-western part of the district, in the southern part of Cheadle Hulme. Several sites were noted that are marked as disused camp sites on mapping from about the 1960s onwards, including on the 2006 MasterMap edition for some sites. These sites are not shown at all on the previous (1950s) map edition, and are most likely military training or prisoner of war camps dating from the Second World War.

Key management issues relating to Military sites

Below-ground archaeological potential	<p>Potential for good preservation of archaeological remains relating to earlier uses of sites. Remains may include:</p> <ul style="list-style-type: none"> • Prehistoric artefacts and settlement evidence • Deposits and features relating to post medieval, medieval or earlier agriculture and associated historic settlement • Below-ground remains of military structures predating buildings currently in use
Above-ground archaeological potential	<ul style="list-style-type: none"> • Potential for 19th and 20th century military structures <p>Within large rural sites, potential for remains associated with farming and historic land division, including:</p>

	<ul style="list-style-type: none"> • Farm buildings • Field boundaries, including hedges, drystone walls and ditches • Earthworks, including boundary banks • Historic political boundaries such as parish boundaries
Historic landscape interest	<ul style="list-style-type: none"> • Potential for the preservation of historic and, exceptionally, prehistoric agricultural landscapes • Extensive rural military sites can themselves have a significant visual impact at landscape scale
Threats	<ul style="list-style-type: none"> • Landscaping and the use of military vehicles and heavy artillery can cause damage to both above-ground archaeological features and buried deposits
Opportunities	<ul style="list-style-type: none"> • The MOD gives archaeology a very high land management priority and maintains a record of the sites and monuments that have been identified within the Defence estate • The MOD has a formal plan for the care of historic buildings within the Defence estate • Existing historic boundaries and associated features should be retained and actively maintained • Relict field boundaries can be restored or reinstated to enhance the legibility of historic landscapes • Areas of undeveloped military land used for training can allow the relatively intact preservation of evidence of earlier settlement and land use
Management recommendations	<ul style="list-style-type: none"> • Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest • Where good legibility of historic character exists, there should be enhancement through positive management, including restoration where appropriate, and protection through the planning process • Memories of historic identity could be retained in street naming, public art etc • Where development is proposed, applicants should comply with the requirements of Planning Policy Statement 5, Policy HE6, by identifying heritage assets and their significance at pre-application stage • Where planning permission is granted for a site located within a historic military area, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered • Awareness of issues relating to the importance of historic military sites should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies

There are a range of designations which can offer statutory protection:

- Scheduled Monuments
- Sites of Special Scientific Interest (SSSI)
- Hedgerow regulations
- Tree preservation orders (TPO)

8 Photographic Images of Stockport



Plate 1 Enclosure and woodland above Compstall

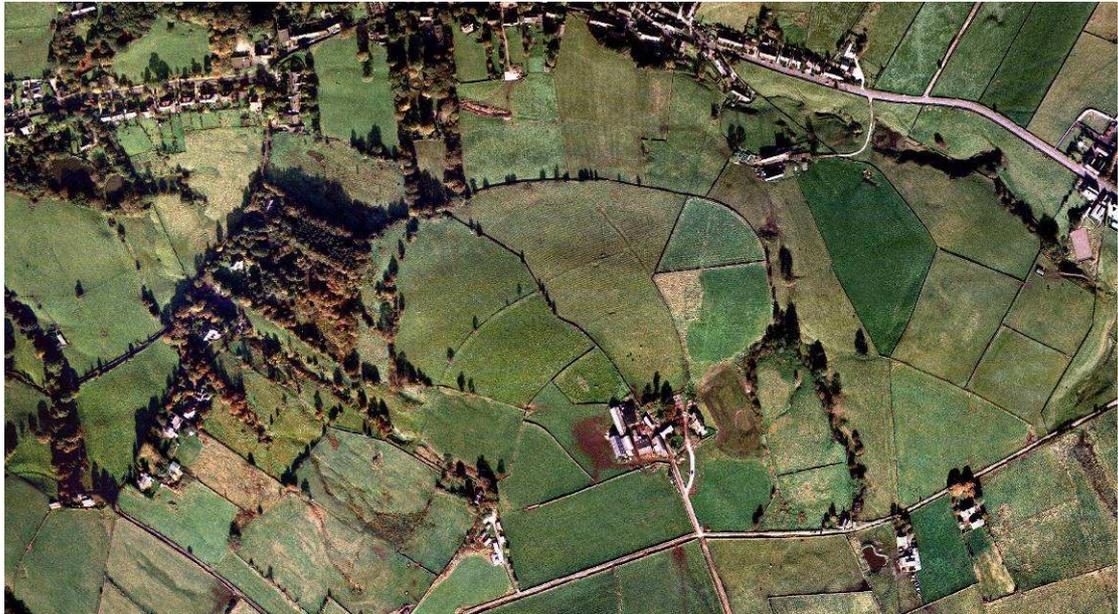


Plate 2 Assart at Birchenough



Plate 3 View from Cobden Edge



Plate 4 Brown Low Bronze Age round barrow in plantation woodland



Plate 5 Bramhall Hall Park



Plate 6 Sunhill Farm, Sun Hill



Plate 7 Lower Lea, Marple Bridge



Plate 8 Higher Bents Lane



Plate 9 Abney Hall, Cheadle



Plate 10 Adswold Road, Stockport



Plate 11 Church Gate, Stockport



Plate 12 Higher Bents Lane, Bredbury



Plate 13 Hollins Lane, Marple Bridge



Plate 14 Siddington Road area, Adswold



Plate 15 Brinksway, Edgeley



Plate 16 Edward Street, Stockport



Plate 17 St Thomas Place, Stockport



Plate 18 Abbeyfield Close, Adswold



Plate 19 Marple Memorial Park, Marple



Plate 20 Former line of Stockport Canal, near Reddish Park



Plate 21 Spade Forge, Longhurst Lane, Marple Bridge

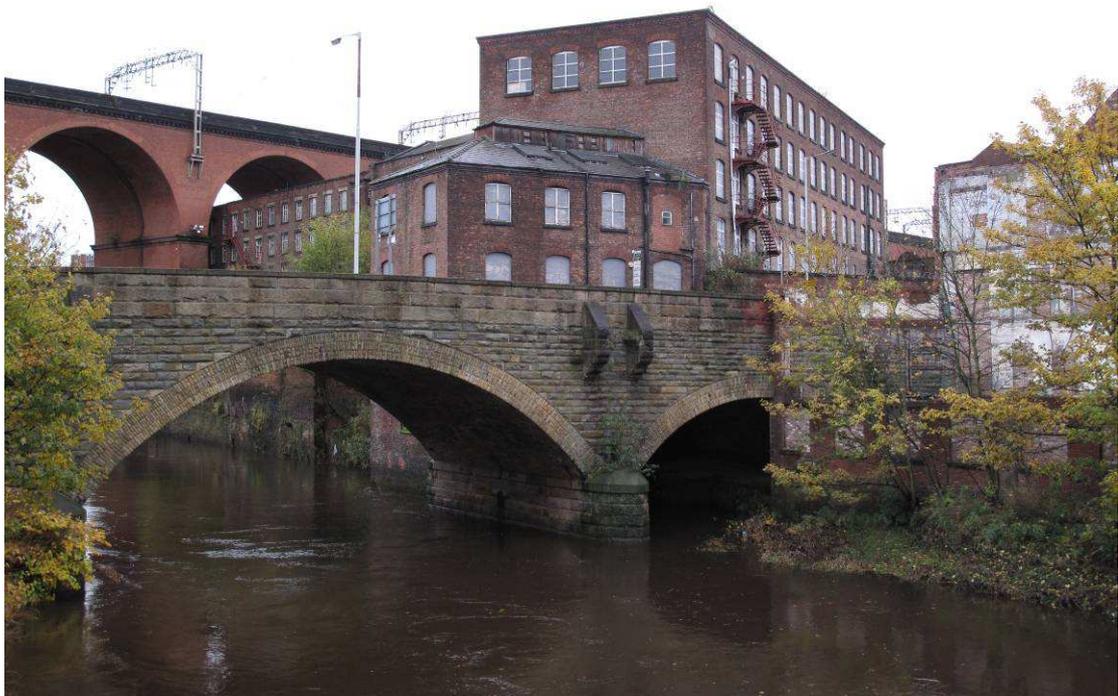


Plate 22 King Street West, Stockport



Plate 23 Wellington Road South, Stockport



Plate 24 Lower Hillgate, Stockport



Plate 25 Cooper Street, Stockport



Plate 26 Chadkirk Industrial Estate, Chadkirk



Plate 27 Higher Hillgate, Stockport



Plate 28 Lower Hillgate, Stockport (view towards Churchgate)



Plate 29 Waterloo Road, Stockport



Plate 30 St Matthews Church, St Matthews Road, Edgeley



Plate 31 Converted chapel, Hollywood End



Plate 32 Methodist United Reform Church, Edgeley Road, Edgeley



Plate 33 Former Stockport Workhouse, Shaw Heath, Stockport

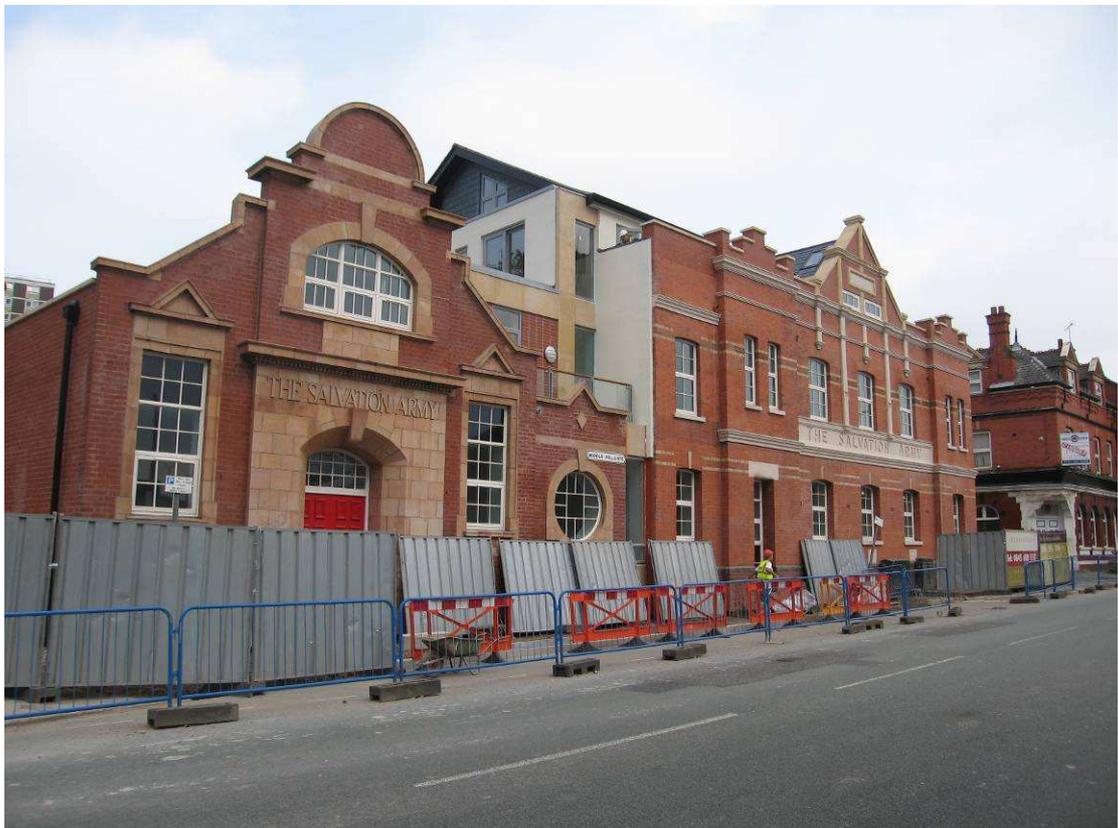


Plate 34 Salvation Army hall, Hillgate, Stockport



Plate 35 Stockport Town Hall, Wellington Road South, Stockport



Plate 36 Converted police station, Cheadle Hulme



Plate 37 Stockport College, Wellington Road South, Stockport



Plate 38 Council offices, Piccadilly, Stockport

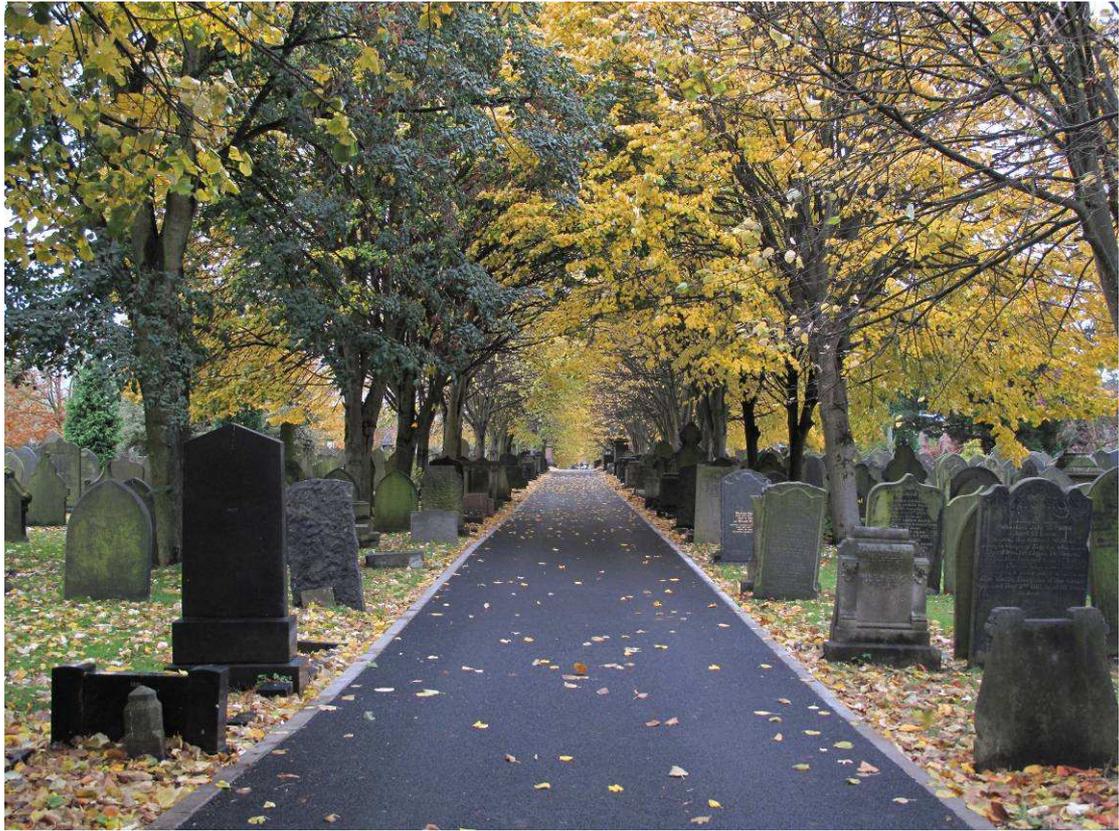


Plate 39 Stockport Cemetery, Buxton Road, Stockport



Plate 40 Former warehouse, Watson Square, Stockport



Plate 41 Bryant's Warehouse, Wellington Road North, Lancashire Hill



Plate 42 Lower Hillgate, Stockport



Plate 43 Castle Street, Edgely



Plate 44 Stockport Market Hall, Market Place, Stockport



Plate 45 Kings Street West Bridge, Stockport



Plate 46 Stockport Plaza Cinema, from Wellington Road South, Stockport



Plate 47 Northgate Road, Edgeley



Plate 48 Cuddington Crescent, Adswold



Plate 49 Merseyway Centre, Wellington Road South, Stockport



Plate 50 Wellington Road South, Stockport



Plate 51 Marple Locks (including a former canal warehouse to the left and lock keepers cottage to the right), Marple



Plate 52 Stockport bus station and Mersey Viaduct, view from Wellington Road South, Stockport



Plate 53 View from Mersey Viaduct, Stockport

9 Bibliography

Publications and unpublished reports

- Arrowsmith, P, 1997. *Stockport. A History*. Stockport Metropolitan Borough Council, Stockport
- Crouch, D and Ward, C, 1997. *The Allotment: Its Landscape and Culture*. Five Leaves Publications, Nottingham
- Delve, K, 2007. *The Military Airfields of Britain: Wales and West Midlands*. The Crowood Press, Marlborough
- Garner, DJ, 2007. *The Neolithic and Bronze Age Settlement at Oversley Farm, Styal, Cheshire*. Gifford Ltd. (Unpublished report)
- McNeil, R and Nevell, M, 2000. *A Guide to the Industrial Archaeology of Greater Manchester*. Association of Industrial Archaeology
- Nevell, M & Redhead, N (eds), 2005. *Mellor: Living on the Edge – a regional study of an Iron Age and Romano-British Upland Settlement*. Manchester Archaeological Monographs, Vol. 1
- Walker, JSF and Tindall, AS (eds), 1985. *Country Houses of Greater Manchester*. Greater Manchester Archaeological Unit. Manchester

Maps

1786 Yates's Map of Lancashire; Greater Manchester Archaeological Unit

Cheshire Tithe Maps, 1836-1851, accessed at:

<http://maps.cheshire.gov.uk/tithemaps/TwinMaps.aspx>

Mellor Township Map, 1836

W Green's map of Manchester and Salford, 1787-94; Greater Manchester Archaeological Unit

OS MasterMap, 2006

OS 25" National Survey, 1950-55

OS 25" National Survey, 1956-59

OS 25" National Survey, 1960-65

OS 25" National Survey, 1966-69

OS 25" National Survey, 1969-72

OS Cheshire 6", 1st edition, 1881-82

OS Cheshire 6", 1st revision, 1899

OS Cheshire 6", 2nd revision, 1911

OS Cheshire 6", 3rd revision, 1938-46

OS Cheshire 25", 1st edition, 1872-75

OS Cheshire 25", 1st revision, 1897-98

OS Cheshire 25", 2nd revision, 1909-10

OS Derbyshire 6", 1st edition, 1882-94

OS Derbyshire 6", 1st revision, 1899

OS Derbyshire 6", 2nd edition, 1923-24
OS Derbyshire 6", 3rd revision, 1938-48

OS Derbyshire 25", 1st edition, 1880-86
OS Derbyshire 25", 1st revision, 1898
OS Derbyshire 25", 2nd revision, 1922-23

OS Lancashire 6", 1st edition, 1848-51
OS Lancashire 6", 1st revision, 1894-96
OS Lancashire 6", 2nd edition, 1908-12
OS Lancashire 6", 3rd revision, 1923-38

OS Lancashire 25", 1st edition, 1892-94
OS Lancashire 25", 1st revision, 1907-10
OS Lancashire 25", 2nd revision, 1922-29

Other sources

Cities Revealed, 1997-99, Aerial Photographic Survey

Appendix 1 Broad Character Types

Broad Type	Description
Commercial	Business areas including retail and office units
Communications	Major linear features such as roads and canals will be marked, together with main communication nodes linking these, such as train stations, transport interchanges, airports, roundabouts etc
Enclosed Land	Land that has been demarcated and enclosed, particularly fields
Extractive	Areas involved with the extraction of commodities and minerals such as fuel or building materials
Horticulture	Large-scale commercial gardening enterprises
Industrial	Areas concerned with industrial processes and manufacturing
Institutional	Areas (with or without buildings) connected to large establishments, associations and organizations
Military	Land used for military purposes, including airfields, training grounds and ammunition storage depots
Ornamental, Parkland and Recreational	Designed landscapes and those used for recreational purposes, including 'informal' recreation areas
Residential	Areas where people live. Includes large individual houses and housing estates
Unenclosed Land	Unimproved land, open land, moorland, marsh, wasteland etc
Water Bodies	Large water bodies including reservoirs and lakes. Does not include millponds
Woodland	Land with dense concentrations of trees

Appendix 2 HLC Types

Broad Type	HLC Types	Attributes considered
Commercial	Business (general), Business park, Commercial Core – suburban, Commercial Core – urban, Distribution centre, Entertainment complex, Entertainment site, Garden centre, Hotel complex, Markets, Offices, Public house, Retail (general), Retail park, Shopping centre, Storage, Superstore, Timber yard/builder's yard, Warehousing	Sub-type [retail, entertainment, business], Status, Building scale, Legibility of previous type, Presence of public house, Presence of bank
Communications	Airport, Bus or coach station, Bus depot, Canal, Canal lock, Car park, Docks, wharfs and basins, Freight terminal, Goods station, Motorway, Motorway services, Motorway and trunk road junctions, Railway line, Ring road/bypass, Train depot/sidings, Train station, Tram depot,	Sub-type [water, road, rail, air], Legibility of previous type, Status/re-use

	Transport interchange, Tunnel portal, Viaduct/aqueduct	
Enclosed Land	Agglomerated fields, Assarts, Crofts, Drained wetland, Intake, Open fields, Paddocks and closes, Piecemeal enclosure, Prehistoric field systems, Strip fields, Surveyed enclosure (parliamentary or private), Valley floor meadows	Field size, Pattern, Boundary morphology, Boundary type, Legibility of previous type, Boundary loss since 1850, Pasture type
Extractive	Annular spoil heap (bell pit earthworks), Clay pits/brickworks, Colliery, Landfill, Open cast coal mine, Other mineral extraction and processing, Peat extraction, Quarry, Reclaimed coal mine, Shallow coal workings, Spoil heap	Product [peat, aggregates, clay/bricks, coal, stone, refractory materials, ironstone, not recorded], Status, On-site processing, Legibility of previous type
Horticulture	Allotments, Nursery, Orchard	Size, Building type, Legibility of previous type
Industrial	Brewery, Brickworks, Chemical, Corn mill, Craft industry, Food manufactory, Glassworks, Hatting, Industrial estate, Industrial works (general), Limeworks/cement works, Metal trades (heavy), Metal trades (light), Other industry, Paper mill, Potteries/ceramics, Sawmill, Tanneries/abattoirs, Textile finishing, Textile mill, Textile trade, Utilities, Vehicle factory/locomotive works, Waste ground, Water-powered site	Dominant sector [ceramics, chemical, concrete works, construction, electronics, food processing, fuel storage/processing, glass works, heavy engineering, light engineering, metal trades, mixed commercial and industrial, paper/printing, power (distribution), power generation (fossil fuels), power generation (renewables), recycling, sewage/water, telecoms, textiles and clothing, not recorded], Building scale, status, Legibility of previous type
Institutional	Ambulance station, Asylum, Cemetery, Civic & municipal buildings, Community establishment, Fire station, Fortified site, Medical complex, Municipal depot, Museum and gallery, Nursing home/almshouse/hostel, Police station, Prison, Public baths, Religious (other), Religious (worship), School, University or college, Workhouse/orphanage/children's home	Sub-type [residential, religious, military, medical, educational, civic and municipal, charitable], Status, Building scale, Legibility of previous type
Military	Airbase, Ammunition store, Barracks, Military training ground, Prisoner of war camp	[No Attributes defined]
Ornamental, Parkland and Recreational	Caravan/campsite, Country park, Deer park, Golf course, Inner city	Building scale, Legibility of previous type, Presence of

	farm, Leisure/sports centre, Playing fields/recreation ground, Private parkland, Public park, Public square/green, Racecourse, Sports ground, Tourist attraction, Urban green space, Walled garden, Zoo	bandstand, Presence of water feature, Presence of recreational feature, Park scale
Residential	Ancient settlement, Back-to-back/courtyard houses, Burgage plots, Conversions, Elite residence, Empty housing plots, Estate houses, Farm complex, Fold, Fortified site, High rise flats, Historic settlement core, Low rise flats, Planned estate (industrial), Social housing development, Prefabs, Private housing estate, Romany or other traveller community site, Semi-detached housing, Terraced housing, Town houses, Vernacular cottages, Villas/detached housing, Weavers' cottages, Workshop dwellings	Density, Layout pattern, Private open spaces, Presence of pub, Legibility of previous type, Status, Presence of school, Presence of church/chapel
Unenclosed Land	Commons and greens, Moorland, Mossland, Pasture, Wetland common	Elevation, Legibility of previous type
Water Bodies	Artificial channel/leat, Artificial lake, Fishery, Fish pond, Lake, Reservoir	Sub-type [reservoir, ornamental feature, natural open water], Leisure use [watersports, not known, bird watching], Legibility of previous type
Woodland	Ancient woodland, Clough, Plantation, Regenerated scrub/woodland, Semi-natural woodland, Spring wood, Wet wood, Wood pasture	Woodland size, Boundary morphology, Boundary loss since 1850, Legibility of previous type